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March 29, 2002

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Honorable Vernon A. Williams  
Secretary  
Surface Transportation Board  
1925 K Street, N.W.  
Room 700  
Washington, D. C. 20423

**ORIGINAL**

DID# 0101913001

lgitomer@bjllp.com

205089



**RE:** Docket No. AB-55 (Sub-No. 615X), *CSX Transportation, Inc.—Discontinuance Exemption—(Between East of Memphis and Cordova) in Shelby County, Tennessee*

Dear Secretary Williams:

Enclosed are the original and 10 copies of a Petition for Exemption for discontinuance in the above-entitled proceeding and a check for the filing fee of \$4,400. Also enclosed are three computer diskettes in containing the Petition.

Please time and date stamp the additional copy of this letter, petition, and motion and return it with our messenger. Thank you for your assistance.

If you have any questions, call or email me.

Sincerely yours,

Louis E. Gitomer  
Attorney for CSX Transportation, Inc.

ENTERED  
Office of the Secretary

MAR 29 2002

Part of  
Public Record

Enclosures

**FILED**

MAR 29 2002

SURFACE  
TRANSPORTATION BOARD

**FEE RECEIVED**

MAR 29 2002

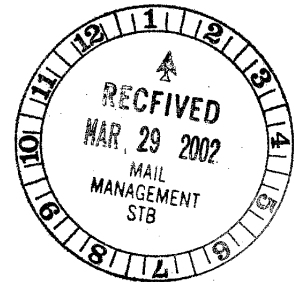
SURFACE  
TRANSPORTATION BOARD

**ORIGINAL**

BEFORE THE  
SURFACE TRANSPORTATION BOARD

\_\_\_\_\_  
DOCKET NO. AB-55 (Sub-No. 615X)

\_\_\_\_\_  
CSX TRANSPORTATION, INC.  
--DISCONTINUANCE EXEMPTION--  
(BETWEEN EAST OF MEMPHIS AND CORDOVA)  
IN SHELBY COUNTY, TENNESSEE



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PETITION FOR EXEMPTION  
\_\_\_\_\_

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Attorneys for: CSX TRANSPORTATION,  
INC.

Dated: March 29, 2002

BEFORE THE  
SURFACE TRANSPORTATION BOARD

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DOCKET NO. AB-55 (Sub-No. 615X)

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CSX TRANSPORTATION, INC.  
--DISCONTINUANCE EXEMPTION--  
(BETWEEN EAST OF MEMPHIS AND CORDOVA)  
IN SHELBY COUNTY, TENNESSEE

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PETITION FOR EXEMPTION

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CSX Transportation, Inc. ("CSXT") petitions the Surface Transportation Board ("STB") to exempt, under 49 U.S.C. § 10502, CSXT's discontinuance of service over a 12.24-mile rail line from the prior approval requirements of 49 U.S.C. § 10903.

**PROPOSED TRANSACTION**

CSXT proposes to discontinue service over the 12.24-mile rail line portion of its Midwest Region, Nashville Division, Memphis Terminal between milepost ONI 222.9, east of Memphis, TN and milepost ONI 210.66 near Cordova, TN, at the end of the line (the "Line"), all in Shelby County, TN. The Line traverses Zip Codes 38111, 38112, 38117, 38120, 38122, and 38018.<sup>1</sup>

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<sup>1</sup> CSXT's petition to exempt its abandonment of the Line, plus an additional 1.10 miles, was denied in *CSX Transportation, Inc.—Abandonment Exemption—(Between Memphis and Cordova) in Shelby County, TN*, STB Docket No. AB-55 (Sub-No. 590X) (STB served December 12, 2001) ("*AB-55 (Sub-No. 590X)*"). Pursuant to the Board's statement at pages 5 and 6 of that decision, CSXT has decided to file a petition for exemption for this portion of the line.

A map of the Line is attached as Exhibit A. The Environmental Report is in Exhibit B and the Historic Report is in Exhibit C.<sup>2</sup> Revenue and cost data prepared by Ms. Ellen Preslar is in Exhibit D. The verified statement of Leroy Davidson, Regional Engineer of Structures for CSXT describing the bridges on the Line and the cost to repair them is in Exhibit E. The verified statement of Donnie Moore, Trainmaster of the Memphis Subdivision describing the operation of the Line is in Exhibit F. Exhibit G contains the traffic analysis prepared by Mr. Noel L. Perry, Director CSXT Sales & Marketing. Letters from the City of Memphis, Shelby County, and Edmonds Materials supporting the abandonment are in Exhibit H. Exhibit I contains the Federal Register notice, Exhibit J contains the certificate of publication, and Exhibit K contains the certificate of service.

Based on information in CSXT's possession, the Line does not contain any federally granted right-of-way. Any documentation in CSXT's possession concerning title will be made available to those requesting it.

#### **THE TRAFFIC ON THE LINE WILL NOT SUPPORT CONTINUED RAIL OPERATIONS**

CSXT served three customers on the Line: Jimmy Whittington Lumber Company ("Whittington Lumber"), Edmonds Material, Inc. ("Edmonds"), and Memphis Light Gas and Water ("Memphis Light") (collectively the "Customers"). To serve all three Customers, CSXT

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<sup>2</sup> CSXT is using the Environmental Report and Historic Report that were prepared and filed in *AB-55 (Sub-No. 590X)* since they are less than one year old and encompassed the Line within the analysis. CSXT requests that the Board and its Section of Environmental Analysis adopt the Environmental Assessment that was served on October 23, 2001, but modify the EA to exclude the three conditions related to potential salvage operations since CSXT is only seeking authority to discontinue service here and not abandon the Line.



must operate over six bridges on the Line, all of which are in need of substantial repair.<sup>3</sup> The location of the Line near the Memphis terminal requires a difficult and costly operation to reach the Line from Leewood Yard. (See Verified Statement of Donnie Moore). The combination of these factors, along with the transportation alternatives available to the Customers has caused CSXT to seek this discontinuance of service.

CSXT will demonstrate that it is not economical to continue to operate the Line. The traffic on the Line does not cover the cost of operation. The bridges on the Line require substantial repair and rebuilding. The Customers on the Line have transportation alternatives.

1. The traffic on the Line does not cover the cost of operation.

Ellen Preslar, the Senior Manager – Costing in the Cost & Economic Analysis department of CSXT prepared revenue and cost data for the Line in conformity with 49 CFR §1152.36. This analysis (See Exhibit D) shows the following:

	Base Year	Forecast Year	Subsidy Year
Revenues Attributable	\$244,655	\$259,202	\$264,051
Avoidable Costs	\$291,123	\$335,071	\$336,738
Subsidization Costs	-	-	\$881,000
Return on Value	-	\$110,011	\$110,011
Avoidable Loss	\$ 46,468	\$ 75,869	\$ 72,687
Avoidable Loss and Opportunity Costs	-	\$185,880	-
Subsidy Year Loss	-	-	\$1,063,700

In the Base Year (calendar year 2000) CSXT lost \$46,468 operating the Line. It is projected that for the Forecast Year (the year beginning March 1, 2002 and using year 2000 traffic) CSXT's

<sup>3</sup> The condition of the first bridge on the Line caused CSXT to impose an embargo of the Line on March 1, 2001 in order to avoid unsafe operations. The condition of the bridge at milepost ONI 223.3, which is not included in this request for discontinuance exemption, was another reason for the embargo.

avoidable loss and return on value will total \$185,880, and the estimated Subsidy Year loss is \$1,063,700.

Traffic on the Line has been declining, as shown in Exhibit G. In 1999 there were 455 cars transported on the Line. Traffic on the Line fell to 274 cars in 2000 and 11 cars for the first two months of 2001.<sup>4</sup> Since the embargo there has been no traffic on the Line. As traffic has declined, CSXT's losses have grown.

Operation over the Line is complicated because in order to reach the Line after leaving Leewood Yard, the train must enter a portion of the jointly owned CSXT-CNIC double-track main line that handles about 40 trains per day. The train serving the Line must wait until the track is clear. A reverse move back over the double main is also necessary, resulting in an additional delay. Service to Edmonds and Whittington Lumber is made by a three-person crew once a week and usually takes from six to eight hours. As stated by Mr. Moore in Exhibit F the "moves are awkward and time-consuming."

2. The bridges on the Line require substantial repair and rebuilding.<sup>5</sup>

There are six bridges on the Line, all in need of repair and soon rebuilding. Mr. Davidson, CSXT's Regional Engineer of Structures who is responsible for the inspection, repair and rebuilding of all bridge structures in CSXT's Midwest Region, inspected the bridges on the Line in January 2001 with his assistants. In March of 2002, he reviewed that report and confirmed his previous conclusions. On March 1, 2001 the Line was embargoed because the first bridge on the Line was unsafe to operate and would require three to six months to repair. Mr. Davidson describes all six bridges in detail in his verified statement (Exhibit E). A summary of

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<sup>4</sup> Annualized there would have been about 66 cars in 2001.

the costs to repair and rebuild each bridge is in the following table. Further details are in Mr.

Davidson's verified statement.

#### BRIDGE REPAIR AND REBUILDING COSTS

BRIDGE NUMBER	MILEPOST	REPAIR COST	REBUILD COST
1	218.5	\$ 485,000	\$4,446,000
2	218.4	\$ 38,000	\$ 540,000
3	218.3	\$ 115,000	\$ 756,000
4	218.1	\$ 45,000	\$ 576,000
5	214.9	\$ 108,000	\$ 216,000
6	211.0	\$ 90,000	\$ 147,000
TOTAL		\$ 881,000	\$6,681,000

To return the Line to service, CSXT would have to spend \$485,000 to repair Bridge 1. Such expenditure is not justified for a Line that lost \$46,468 in the Base Year. Repair of the bridges is a temporary measure. Mr. Davidson indicates that even if CSXT spends \$881,000 to repair the six bridges, by 2007 CSXT will need to begin rebuilding the bridges at an additional cost of \$6,681,000.

#### 3. The Customers on the Line have transportation alternatives.

Whittington Lumber is located at milepost ONI-211.90, east of five of the bridges, where it receives shipments of lumber. Whittington Lumber received 41 carloads in 1999, 38 carloads in 2000, and one carload through March 1, 2001 at its Cordova facility. It has another facility where it receives lumber in Memphis. Whittington Lumber has agreed to use its Memphis facility instead of the Cordova facility and to use Leewood Yard for any occasional overflow. Based on discussions with Whittington Lumber and its available service alternative, CSXT believes that Whittington Lumber will not oppose the proposed discontinuance of service.

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<sup>5</sup> The bridges have been numbered for this proceeding beginning with the bridge at the beginning of Line and continuing eastward to the end of the Line for ease of understanding.

Edmonds is located at milepost ONI-211.30, east of five of the bridges, where it receives shipments of brick. Edmonds received 414 carloads in 1999, 235 carloads in 2000, and 10 carloads through March 1, 2001. Edmonds has agreed to support the abandonment. See its letter in Exhibit H.

Memphis Light is located at milepost ONI-210.66, east of all six of the bridges and at the end of the Line, where it occasionally receives electric transformers. Memphis Light received 0 carloads in 1999, one carload in 2000, and 0 carloads through March 1, 2001. Memphis Light has unloaded its transformers at another location in the Memphis area since one of the bridges on its siding was taken out of service. CSXT has informed Memphis Light that it can unload the transformers in Leewood Yard.

CSXT has made available to all of its Customers on the Line a transload facility in Leewood Yard. Not only is this facility less expensive for CSXT to operate than the Line, but it should also result in more efficient service to the Customers. They will no longer have to wait for a train to navigate the obstacles necessary to reach their facilities on the Line.

In addition to the new transload facility, each of the Customers is located near Interstate Highways 40 and 240. Other major highways are also in the area. See the map in Exhibit A. During the embargo, all of the Customers have made extensive use of truck service.

#### 4. Summary.

The overriding factor that warrants an exemption for the discontinuance of service over the Line is the need to repair and rebuild the six bridges on the Line. Without the costs of the bridges the Line still loses money, but once the bridge costs are introduced to the financial calculus of the Line, it is clear that the traffic on the Line cannot financially support the Line.

In order to reach the Customers, CSXT must cross Bridge #1. Bridge #1 is unsafe and out-of-service. It will cost CSXT \$485,000 to repair Bridge #1 in order to be able to reinstitute service to its Customers, a short-term solution. To rebuild Bridge #1, CSXT must spend \$4,446,000. As Mr. Davidson has testified, it is not just a question of CSXT spending \$485,000 to repair Bridge #1 and then another \$3,961,000 to rebuild it. CSXT will have to spend \$485,000 to repair Bridge #1 and then another \$4,446,000 to rebuild it within five years. If there were sufficient traffic to justify repair, it would make more economic sense for CSXT to rebuild Bridge #1 and save the \$485,000 repair cost. But, the level of traffic, the costs of operation and the alternate service that the Customers use today all militate against either expenditure.

Moreover, Whittington Lumber and Edmonds, the last active customers on the Line, are located east of five of the bridges. The traffic they generate does not warrant the repair of five bridges for \$791,000 or their rebuilding for \$6,534,000, especially when CSXT has arranged for alternative service with these customers.

CSXT incurred a loss in the last full year of operation and projects growing losses into the future. In addition to operating losses, CSXT faces bridge repair costs of \$881,000 and bridge rebuilding costs of \$6,681,000 on the Line, neither of which is economically justified.

#### **ARGUMENT SUPPORTING THE DISCONTINUANCE OF SERVICE**

CSXT seeks an exemption under 49 U.S.C. § 10502 from the applicable requirements of 49 U.S.C. § 10903 in order to discontinue service over this lightly used 12.24-mile line of railroad.

Under 49 U.S.C. § 10502, the STB must exempt a transaction from regulation when it finds that:

(1) regulation is not necessary to carry out the rail transportation policy of 49 U.S.C. § 10101; and

(2) either:

(a) the transaction is of limited scope, or

(b) regulation is not necessary to protect customers from the abuse of market power.

The legislative history of Section 10502 reveals a clear Congressional intent that the STB should liberally use its exemption authority to free certain transactions from the administrative and financial costs associated with continued regulation. In enacting the Staggers Rail Act of 1980, Pub. L. No. 96-488, 94 Stat. 1895, Congress encouraged the STB's predecessor agency to liberally use the expanded exemption authority under former Section 10505:

The policy underlying this provision is that while Congress has been able to identify broad areas of commerce where reduced regulation is clearly warranted, the Commission is more capable through the administrative process of examining specific regulatory provisions and practices not yet addressed by Congress to determine where they can be deregulated consistent with the policies of Congress. The conferees expect that, consistent with the policies of this Act, the Commission will pursue partial and complete exemption from remaining regulation.

H.R. Rep No. 1430, 96 the Cong. 2d Sess. 105 (1980). See also *Exemption From Regulation--Boxcar Traffic*, 367 I.C.C. 424, 428 (1983), vacated and remanded on other grounds, *Brae Corp. v. United States*, 740 F.2d 1023 (D.C. Cir 1984). Congress reaffirmed this policy in the conference report accompanying the ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803, which re-enacted the rail exemption provision as Section 10502. H.R. Rep. No. 422, 104th Cong., 1st Sess. 168-69 (1995).

**A. The Application of 49 U.S.C. § 10903 Is Not Necessary to Carry Out the Rail Transportation Policy**

Detailed scrutiny of this transaction is not necessary to carry out the rail transportation policy. An exemption would minimize the unnecessary expense associated with the preparation and filing of a formal discontinuance of service application, expedite regulatory decisions and reduce regulatory barriers to exit. 49 U.S.C. § 10101 (2) and (7). By discontinuing service over the Line, CSXT will be able to: (1) avoid losses of \$72,, 687 in the Forecast Year; (2) eliminate bridge repair costs of \$881,000 within the next five years and bridge rebuilding costs of \$6,681,000 beginning in 2007; and (3) avoid operations over a very busy double tracked main line to transport less than 274 cars per year. Granting this exemption, therefore, fosters sound economic conditions and encourages efficient management by permitting the rationalization of an unnecessary rail line. 49 U.S.C. § 10101 (3), (5) and (9). Other aspects of the rail transportation policy are not adversely affected. For example, competition and the continuation of a sound rail transportation system are not affected since the public will not be deprived of any needed rail services.

#### **B. This Transaction Is Of Limited Scope**

The proposed transaction is of limited scope. CSXT seeks to discontinue service over its 12.24-mile line. The length of the Line, its limited geographic area (one county in one State), and the limited use made of the Line, all demonstrate the limited scope of CSXT's proposed abandonment.

#### **C. This Transaction Will Not Result In An Abuse Of Market Power**

There is no overhead freight traffic on the Line. The Customers on the Line have alternate transportation service available, whether it is through a transload facility offered by CSXT, another local transload facility, or motor carrier service. The Customers have found alternate truck service to be a viable alternative mode of transportation during the embargo.

As shown on Exhibit A, a network of roadways and highways crisscrosses the area surrounding the Line. All of the Customers are located on local highways. Interstate 40 and 240 just about bisect the Line and are readily accessible, with I-40 nearly parallel to the entire length of the Line. The Customers' actions show that there is alternate transportation available that they are using in lieu of the Line. Discontinuance of service over the Line will not leave the Customers without reasonable transportation alternatives since they are using those alternatives today. With transportation alternatives available, CSXT's discontinuance of service over the Line will not result in an abuse of market power.

#### **ENVIRONMENTAL REPORT**

The Environmental Report containing the information required by 49 C.F.R. § 1105.7 is attached hereto as Exhibit B.

#### **HISTORIC REPORT**

The Historic Report containing the information required by 49 C.F.R. § 1105.8 is attached hereto as Exhibit C.

#### **FEDERAL REGISTER NOTICE**

A draft Federal Register notice is attached hereto as Exhibit I.

#### **LABOR PROTECTION**

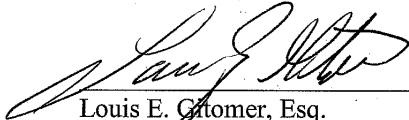
The interests of railroad employees of CSXT who may be adversely affected by the proposed discontinuance of service will be adequately protected by the labor protective conditions in *Oregon Short Line R. Co.--Abandonment--Goshen*, 360 I.C.C. 91 (1979).



## CONCLUSION

Application of the regulatory requirements and procedures of 49 U.S.C. § 10903 is not required to carry out the rail transportation policy set forth in 49 U.S.C. § 10101, as previously shown. Nor is STB regulation required to protect customers from the abuse of market power. Moreover, this discontinuance of service is of limited scope. Accordingly, CSXT respectfully urges the STB to grant the proposed discontinuance of service of the 12.24-mile Line.

Respectfully Submitted,



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Attorneys for:  
CSX TRANSPORTATION, INC.

Dated: March 29, 2002

# EXHIBIT A

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# EXHIBIT B

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ENVIRONMENTAL REPORT

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CSX TRANSPORTATION, INC.

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CORDOVA TO MEMPHIS  
SHELBY COUNTY, TENNESSEE

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DOCKET AB-55 (SUB-N0. 590X)

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The following information is provided in accordance with 49 C.F.R. Section 1105.7:

**(1) PROPOSED ACTION AND ALTERNATIVES**

**Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.**

CSX Transportation, Inc. (CSXT) proposes to abandon 13.34 miles of its rail line between Cordova and Memphis in Shelby County, Tennessee. The cost of providing transportation exceeds the revenues generated by the traffic on this line. The principal commodities transported are lumber and brick.

Abandonment of this line will result in the removal of the rail, including crossties, and operations and maintenance of this line will cease.

The only alternative would be not to abandon and to pass the operating loss and capital costs of retaining the line to all other CSXT customers. This would not be a prudent utilization of carrier resources.

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Two maps which delineate the proposed project are attached.  
(See Attachments 1 and 2.)

**(2) TRANSPORTATION SYSTEM**

**Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.**

There is no CSXT passenger traffic on this line.

Approximately 240 carloads (annually) of brick, formerly transported over this line by CSXT are likely to be transported by truck in the future. We anticipate approximately 300 carloads of lumber will be delivered to Memphis by rail and trucked locally.

**(3) LAND USE**

- (i) Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.**

The City of Memphis and the Shelby County Planning Commission were contacted seeking information as to their current land use plans for the project area. Attached are responses from the City and the County advising they are supportive of the potential abandonment. They believe that the abandonment will provide significant improvement in safety, traffic issues and an overall quality of life in the area.  
(See Attachments 3 and 4.)

- (ii) Based on consultation with the U. S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land.**

On April 19, 2001, the Natural Resources Conservation Service for Shelby County advised the proposed action would have no adverse effects on the prime farmland adjacent to this section of rail line. (See Attachment 5.)

- (iii) If the action affects land or water uses within a designated coastal zone, include the coastal zone information required by 1105.9.**

The State of Tennessee does not have a Coastal Zone Management Program.

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- (iv) If the proposed action is an abandonment, state whether or not the right of way is suitable for alternative public use under 49 U.S.C. 10906 and explain why.

The properties proposed to be abandoned may be suitable for other public purposes, but may be subject to reversionary interests that may affect transfer of title for other than rail purposes.

**(4) ENERGY**

- (i) Describe the effect of the proposed action on transportation of energy resources.

The proposed action will have no effect on the transportation of energy resources.

- (ii) Describe the effect of the proposed action on recyclable commodities.

The proposed action will have no effect on the movement and/or recovery of recyclable commodities.

- (iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.

The proposed action will not result in an increase or decrease in overall energy efficiency.

- (iv) If the proposed action will cause diversions from rail to motor carriage of more than: (A) 1,000 rail carloads a year; or (B) an average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in energy consumption and show the data and methodology used to arrive at the figure given.

There will be no diversion of rail traffic to motor carriage in excess of the above thresholds.

**(5) AIR**

- (i) If the proposed action will result in either: (A) an increase in rail traffic of at least 100% (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or (B) an increase in rail yard activity of at least 100% (measured by carload activity), or (C) an average increase in truck traffic of more than 10% of the average daily traffic or 50

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vehicles a day on any affected road segment, quantify the anticipated effect on air emissions.

The above thresholds will not be exceeded.

- (ii) If the proposed action affects a class I or non-attainment area under the Clean Air Act; and will it result in either: (A) an increase in rail traffic of a least 50% (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line, or (B) an increase in rail yard activity of a least 20% (measured by carload activity), or (C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan.

The above thresholds will not be exceeded.

- (iii) If transportation of ozone depleting materials (such as nitrogen oxide and freon) is contemplated, identify: the materials and quantity, the frequency of service; safety practices (including any speed restriction); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

Not applicable.

#### **(6) NOISE**

If any of the thresholds identified in item (5)(i) of this section are surpassed, state whether the proposed action will cause: (i) an incremental increase in noise levels of three decibels Ldn or more, or (ii) an increase to a noise level of 65 decibels Ldn or greater. If so, identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) in the project area, and quantify the noise increase for these receptors if the thresholds are surpassed.

The above thresholds will not be exceeded.

#### **(7) SAFETY**

- (i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings).

The proposed abandonment will have no detrimental effects on public health and safety. The removal of 23

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grade crossings and the associated signs and structures will enhance public safety by eliminating distractions to vehicular traffic crossing the line.

- (ii) **If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills; and the likelihood of an accidental release of hazardous materials.**

Not applicable.

- (iii) **If there are any known hazardous waste sites or sites where there have been known hazardous material spills on the right of way, identify the location of those sites and the types of hazardous materials involved.**

Applicant's records do not indicate any hazardous waste sites on this line segment.

#### **(8) BIOLOGICAL RESOURCES**

- (i) **Based on consultation with the U. S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.**

On May 10, 2001, the United States Fish and Wildlife Service, Cookeville, TN, advised that their records do not indicate any federally listed or proposed endangered or threatened species are within the project area. (See Attachment 6.)

- (ii) **State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.**

Based upon Applicant's review of the area, the line is not within any wildlife sanctuaries or refuges, National or State parks or forests.

#### **(9) WATER**

- (i) **Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or**

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**local water quality standards. Describe any inconsistencies.**

On April 24, 2001, the Tennessee Department of Environment and Conservation advised that *"removal of the crossties will disturb the underlying roadbed because removing the crossties is considered to be a construction Activity."* (See Attachment 7.)

Any necessary permits or applications will be obtained as well as compliance with conditions or procedures required by regulatory agencies.

- (ii) **Based on consultation with the U. S. Army Corps of Engineers, state whether permits under Section 404 of the Clean Water Act (33 U.S.C. 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.**

On April 19, 2001, the U.S. Army Corps of Engineers, Memphis, Tennessee, advised that a permit for the proposed project is not required. (See Attachment 8.)

Applicant is not aware of any designated wetlands or 100-year flood plains within the proposed project area.

- (iii) **State whether permits under Section 402 of the Clean Water Act (33 U.S.C. 1342) are required for the proposed action. (Applicants should contact the U. S. Environmental Protection Agency or the state environmental protection or equivalent agency if they are unsure whether such permits are required).**

On April 2, 2001, Applicant addressed the Tennessee Department of Environment and Conservation, Nashville, Tennessee, and the U. S. Environmental Protection Agency, Region 4, Atlanta, Georgia, seeking information regarding this statement. Their responses are included with this report as Attachments 7 and 9.

Upon receiving abandonment authority, removal of material will be accomplished by use of the right of way for access, along with existing public and private crossings, and no new access roads are contemplated. We do not intend to disturb any of the underlying roadbed or perform any activities that would cause sedimentation or erosion of the soil, and do not anticipate any dredging or use of fill in the removal of the track material. The crossties and/or other debris will be transported away from the rail line and will not

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be discarded along the right of way nor be placed or left in streams or wetlands, or along the banks of such waterways. Also, during track removal, appropriate measures will be implemented to prevent or control spills from fuels, lubricants or any other pollutant materials from entering any waterways.

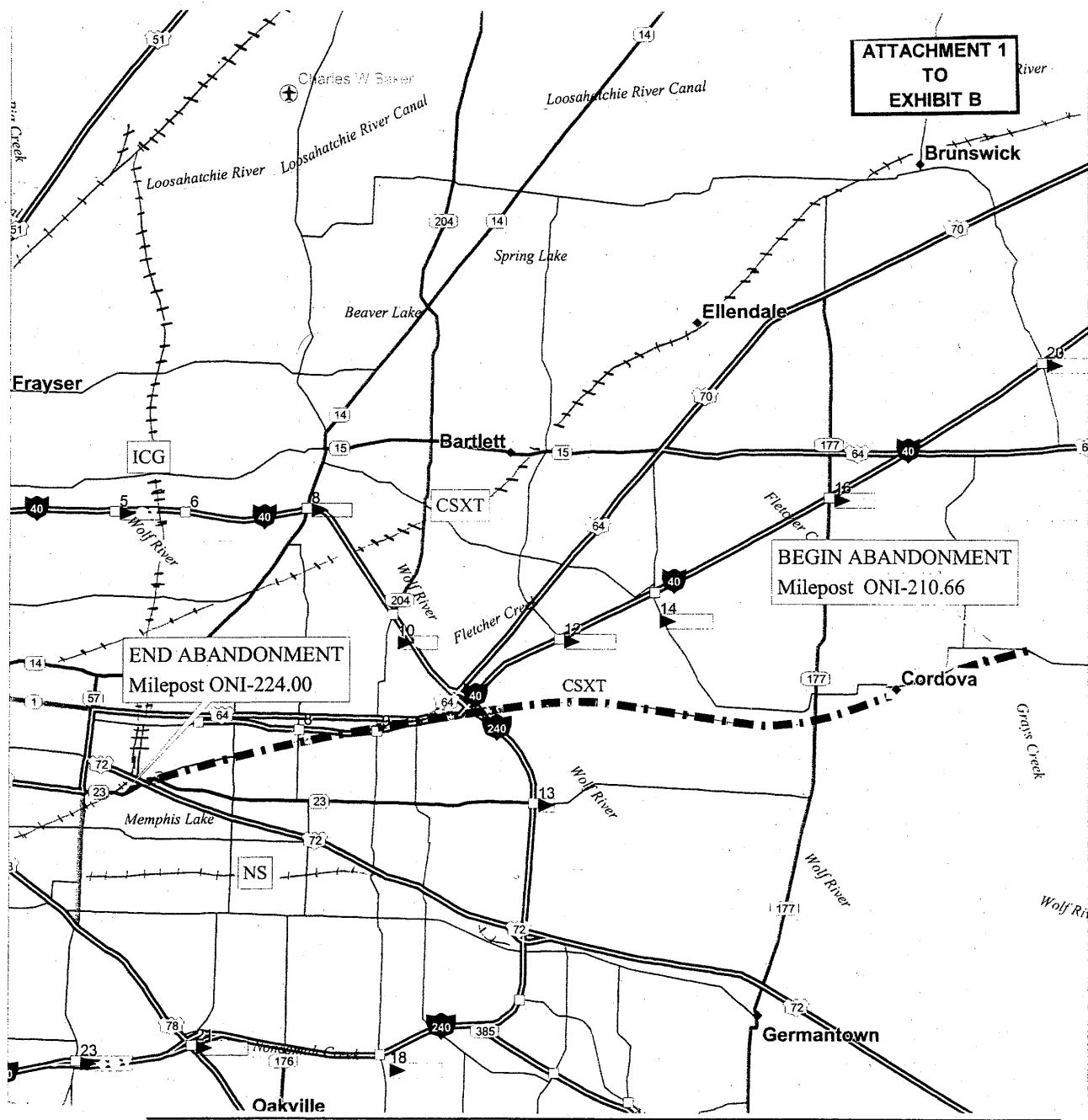
Applicant will obtain any necessary permits required under Section 402 of the Clean Water Act (33 U.S.C. 1342).

**10. MITIGATION**

**Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.**

To mitigate any adverse environmental impact in the project area, Applicant will comply with State and Federal regulations and obtain any necessary permits required.

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# Tennessee

State Capital County Seats   
Railroads

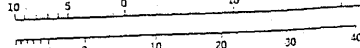
Copyright by Rand McNally & Company  
Made in U.S.A.

Scale 1:890,000

1 Inch = 14 Statute Miles

1 Centimeter = 8.8 Kilometers

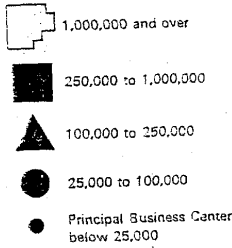
STATUTE MILES



KILOMETERS

A-520543-231-3-4-3-4

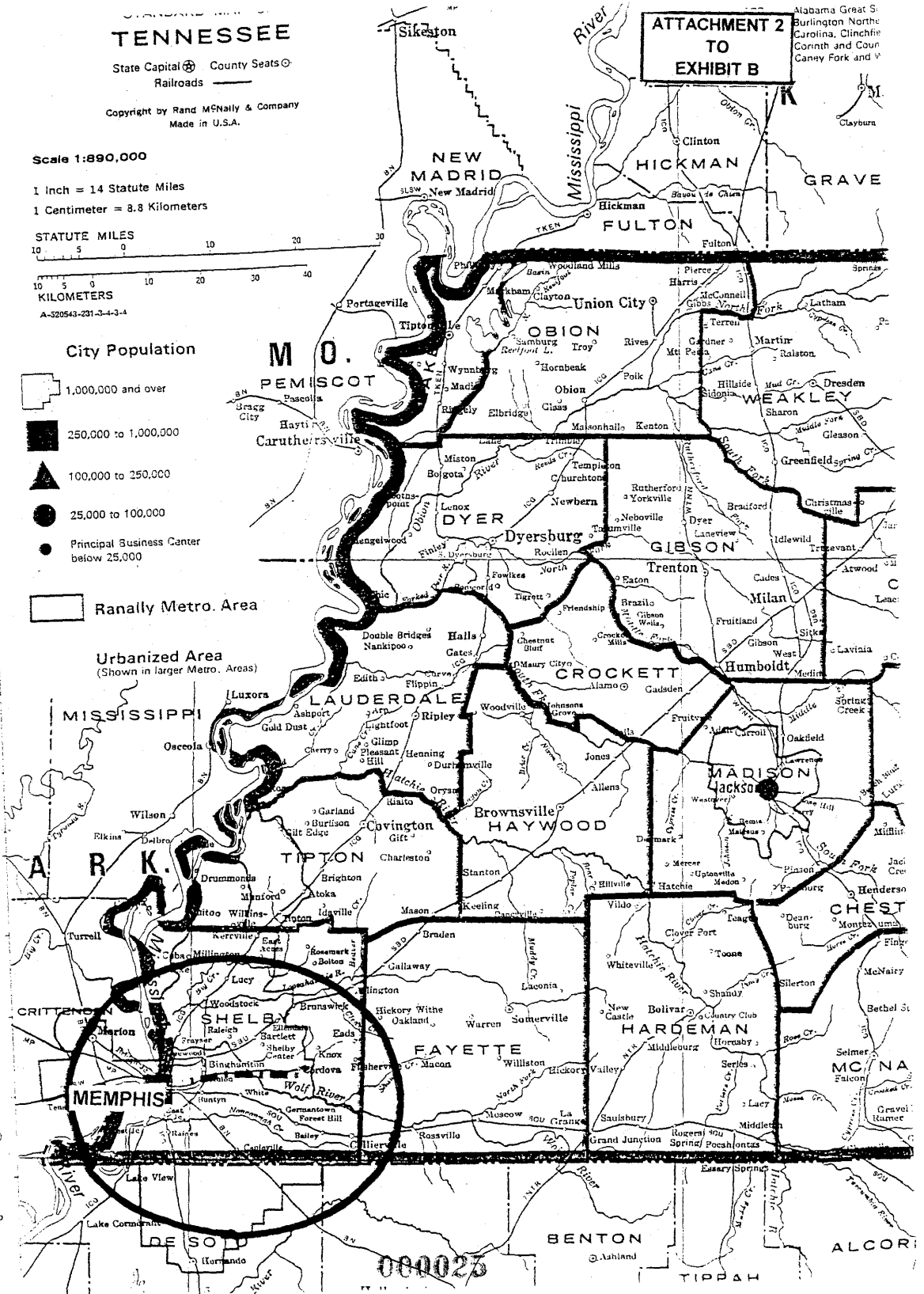
## City Population



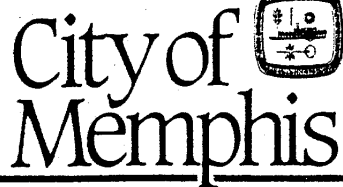
Ranally Metro. Area

Urbanized Area  
(Shown in larger Metro. Areas)

ATTACHMENT 2  
TO  
EXHIBIT B



000025



TENNESSEE

June 15, 2001

DR. WILLIE W. HERENTON - Mayor  
RICK MASSON - Chief Administrative Officer  
DIVISION OF ENGINEERING  
JOHN F. CONROY - City Engineer

6-18-01  
ATTACHMENT 3  
TO  
EXHIBIT B

Mr. James Derwin (J-200)  
CSX Transportation Inc.  
500 Water Street  
Jacksonville, FL 32202

Re: Abandonment of Rail Line Between  
Memphis and Cordova, Tn

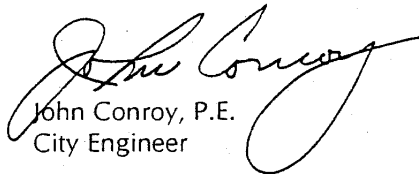
Dear Mr. Derwin:

We have been advised that CSX is considering the abandonment of 13.34 miles of rail line between Memphis and Cordova, Tennessee. Virtually the entire length of rail being considered for abandonment is within the Memphis City limits and we are very interested in and supportive of the potential abandonment.

We are supportive for a number of reasons. The greatest benefit, from our perspective, is one of increased safety resulting from the elimination of multiple grade crossings, some of which are at acute angles. Another positive impact will be the increased continuity of some major roads, which now have offsets in their alignment because of the difficulty involved in trying to cross the line. Finally, the abandonment and relinquishing of the right-of-way would help greatly in keeping an important road improvement project from impacting a major park.

We believe the abandonment provides significant improvement in safety, traffic issues, and overall quality of life in that area and encourage you to expeditiously proceed. It is understood that you may include this letter in your filing to the Surface Transportation Board regarding the abandonment.

Sincerely,

  
John Conroy, P.E.  
City Engineer

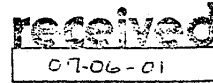
c: Wain Gaskins, Administrator of Transportation Planning and Design

000026



**Shelby County  
Tennessee**

*Jim Rout, Mayor*



July 2, 2001

Mr. James Derwin (J-200)  
CSX Transportation, Inc.  
500 Water Street  
Jacksonville, FL 32202

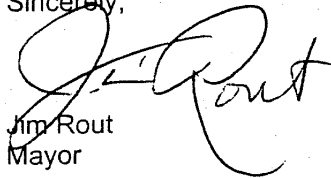
RE: Abandonment of Rail Line Between  
Memphis and Cordova, TN

Dear Mr. Derwin:

I have been advised by my Office of Planning and Development for Shelby County that CSX Transportation, Inc. is considering abandonment of 13.34 miles of its rail between Cordova and Memphis in Shelby County, Tennessee. We have coordinated with City officials and are supportive in this action for the same reasons listed in their letter to your office dated June 15, 2001 subject as referenced above. From the County viewpoint, the abandonment and relinquishing of the right of way will greatly assist the County in improving and significantly lessening impacts of a major road improvement.

We also believe the abandonment provides a significant enhancement in safety, traffic issues, and overall quality of life in that significant park area and encourage you to proceed as expeditiously as possible. We understand that you will include this letter in your filing to the Surface Transportation Board regarding the planned abandonment.

Sincerely,



Jim Rout  
Mayor

CC: Louise Mercuro, Office of Planning and Development  
Ted Fox, Director of Public Works  
John Conroy, City Engineer  
Mike Oakes, County Engineer



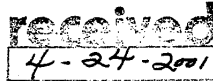
United States  
Department of  
Agriculture

Natural  
Resources  
Conservation  
Service

Jackson Division Office  
235 Oil Well Road  
Jackson, Tennessee 38305

ATTACHMENT 5  
TO  
EXHIBIT B

April 19, 2001



Nancy B. Reynolds  
CSX Transportation  
500 Water street-J200  
Jacksonville, FL 32202

Re: Rail Line Abandonment, Shelby County, Tennessee

Dear Ms. Reynolds

As requested we have reviewed your request for a prime farmland impact rating on the abandonment of the rail line between Cordova and Memphis, in Shelby County, Tennessee. We see no adverse affects this action would have on the prime farmland adjacent to this section of rail line.

If you have any additional questions please contact me at (731) 668-0700.

Sincerely,

Charles L. Davis  
Soil Scientist

000028





## United States Department of the Interior

ATTACHMENT 6  
TO  
EXHIBIT B

### FISH AND WILDLIFE SERVICE

446 Neal Street  
Cookeville, TN 38501

RECEIVED  
5-14-2001

May 10, 2001

Ms. Nancy B. Reynolds  
CSX Transportation  
500 Water Street - J200  
Jacksonville, Florida 32202

Dear Ms. Reynolds:

Thank you for your letter and enclosure of April 2, 2001, regarding the proposed abandonment of 13.34 miles of rail line (Milepost ONI-224.00 to ONI-210.66) in Shelby County, Tennessee. Fish and Wildlife Service (Service) personnel have reviewed the information submitted and offer the following comments.

Information available to the Service does not indicate that wetlands exist in the vicinity of the proposed project. However, our wetlands determination has been made in the absence of a field inspection and does not constitute a wetlands delineation for the purposes of Section 404 of the Clean Water Act. The Corps of Engineers should be contacted if other evidence, particularly that obtained during an on-site inspection, indicates the potential presence of wetlands.

Endangered species collection records available to the Service do not indicate that federally listed or proposed endangered or threatened species occur within the impact area of the project. We note, however, that collection records available to the Service may not be all-inclusive. Our data base is a compilation of collection records made available by various individuals and resource agencies. This information is seldom based on comprehensive surveys of all potential habitat and thus does not necessarily provide conclusive evidence that protected species are present or absent at a specific locality. However, based on the best information available at this time, we believe that the requirements of Section 7 of the Endangered Species Act of 1973, as amended, are fulfilled. Obligations under Section 7 of the Act must be reconsidered if (1) new information reveals impacts of the proposed action that may affect listed species or critical habitat in a manner not previously considered, (2) the proposed action is subsequently modified to include activities which were not considered during this consultation, or (3) new species are listed or critical habitat designated that might be affected by the proposed action.

000029

Thank you for the opportunity to comment on this action. If you have any questions, please contact Jim Widlak of my staff at 931/528-6481, ext. 202.

Sincerely,

A handwritten signature in black ink, appearing to read "Lee A. Barclay". The signature is written in a cursive style with a large, stylized initial "L".

Lee A. Barclay, Ph.D.  
Field Supervisor

000030

Docket AB556 Sub. No 590x  
Corrosion - Memphis, TN

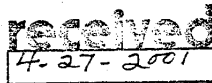


ATTACHMENT 7  
TO  
EXHIBIT B

STATE OF TENNESSEE  
DEPARTMENT OF ENVIRONMENT AND CONSERVATION

Division of Water Pollution Control  
6<sup>th</sup> Fl. L & C Tower  
401 Church Street  
Nashville, Tennessee 37243-1534  
PHONE: (615) 532-0634; FAX: (615) 532-0503

April 24, 2001



Ms. Nancy B. Reynolds  
Manager Line Transactions  
Asset Management  
CSX Transportation  
500 water Street - J200  
Jacksonville, Florida 32202

RE: Rail Line Abandonment

Dear Ms. Reynolds:

This serves to respond to your request for comment from the Division of Water Pollution Control (WPC). Based on the described actions included in your letters of March 7, 2001, and April 2, 2001, there appears to be opportunity for pollution of waters of the State of Tennessee to occur. Removing the crossties will disturb the underlying roadbed because removing the crossties is considered to be a construction activity.

Enclosed is a copy of stormwater regulations and a form to complete and return to obtain coverage for both abandonment projects. We expect that a stormwater pollution prevention plan (SWPPP) will accompany each application. Also included is a copy of the Environmental Protection Fund fees rule. The fee section that that pertains to this proposed construction activity is marked for your convenience.

Any such activity throughout the State of Tennessee is subject to the same considerations. Please advise this Division of any other construction activity that is occurring by completing a form for each project. Each project is required to obtain coverage.

If these projects have begun coverage application and applicable fees are to be submitted by May 15, 2001. Otherwise, note that a request for a stormwater construction permit, issued by WPC, has a predetermined submittal period for processing. Beginning work before obtaining coverage is a violation.

000031

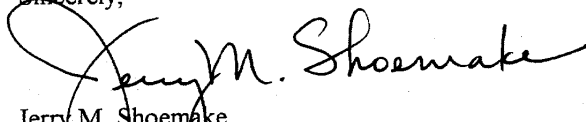
Ms. Nancy B. Reynolds  
April 24, 2001  
Page Two

Unless materials are disposed in jurisdictional wetland or streams or construction activity occurs within jurisdictional wetlands or streams, no state water quality certification of a permit required by Section 404 of the Clean Water Act, 33 U. S. C. 1342, or an aquatic resource alteration permit (ARAP), prescribed by Section 69 - 3 - 108 of the Tennessee Water Quality Control Act, would be required. A copy of the rule pertaining to aquatic resource alteration is enclosed. Should any projects require a permit, please note that an application fee is required. Fees to obtain an aquatic resources alteration permit are marked for your convenience.

Any such activity throughout the State of Tennessee is subject to the same considerations. Please advise this Division of any other construction activity that is occurring by completing a form for each project. Each project is required to obtain coverage. If these projects have begun coverage application and applicable, fees are to be submitted by May 15, 2001. Otherwise, note that a request for an ARAP permit issued by WPC, has a predetermined submittal period for processing. Beginning work before obtaining coverage is a violation.

If you have any questions, please contact Mr. Dan Eagar, Natural Resources (ARAP) Section Manager, at (615) 532-0708, or Mr. Phil Simmons, Permits Section, Environmental Protection Specialist, at (615) 532-0358. Thank you for coordinating this work and obtaining the proper permits prior to initiating removal of the rail line.

Sincerely,



Jerry M. Shoemaker  
Assistant Manager

Enclosures

CC: Phil Stewart, WPC Manager, Chattanooga EAC  
Terry Templeton, WPC Manager, Memphis EAC  
Dan Eagar, WPC Natural Resources Manager  
Phil Simmons, WPC Permits Section  
Roosevelt Childress, EPA Water Management Division

000032

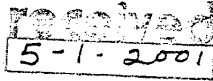


REPLY TO  
ATTENTION OF:

Regulatory Branch

DEPARTMENT OF THE ARMY  
MEMPHIS DISTRICT, CORPS OF ENGINEERS  
167 NORTH MAIN STREET B-202  
MEMPHIS, TENNESSEE 38103-1894

April 19, 2001



ATTACHMENT 8  
TO  
EXHIBIT B

Nancy B. Reynolds  
CSX Transportation  
500 Water Street-J200  
Jacksonville, Florida 32202

Dear Ms. Reynolds:

This is in reference to your recent request for a jurisdictional determination concerning abandonment of 13.34 miles of rail line between Cordova and Memphis, Shelby County, Tennessee.

If the work is done as described in your letter of April 2, 2001, no permit from our office is required.

This determination is valid for a period of five years from the date of this letter unless new information warrants revision of the determination before the expiration date.

Your cooperation with the regulatory program is appreciated. If you have questions, contact Mr. Tom Skelton at (901) 544-3468. Please refer to File No. 200147014.

Sincerely,

Larry D. Watson  
Chief  
Regulatory Branch

000033



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 4  
ATLANTA FEDERAL CENTER  
61 FORSYTH STREET  
ATLANTA, GEORGIA 30303-8960

ATTACHMENT 9  
TO  
EXHIBIT B

APR 25 2001

received  
5-1-2001

Ms. Nancy B. Reynolds  
Manager Line Transactions  
Asset Management  
500 Water Street  
Jacksonville, Florida 32202

Dear Ms. Reynolds:

This letter is in response to your letter of April 2, 2001, requesting comments from the Environmental Protection Agency (EPA) on the abandonment of a portion of CSX Transportation, Inc. rail line between Cordova and Memphis, in Shelby County, Tennessee. Our review of your description of the activities associated with this project does not indicate any immediate concerns under Section 402 of the Clean Water Act (CWA).

Please be aware that this activity would be subject to the requirements of the CWA if, in the process of dismantling the track, 5 acres or more of land are disturbed by clearing or grading and if storm water discharges from this disturbance enters a surface water by a conveyance (pipe, ditch, etc.). These considerations do not appear to be applicable to your proposed action and a permit under Section 402 of the CWA would not be required. However, the State of Tennessee, Department of Environment and Conservation, has been authorized to implement the National Pollutant Discharge Elimination System (NPDES) permit program, under Section 402 of the CWA. Please rely on the response you receive from the State for a final determination in this matter.

If I can be of further assistance to you, please contact me.

Sincerely,

Roosevelt Childress, Chief  
NPDES and Biosolids Permits Section  
Permits, Grants and Technical Assistance  
Branch  
Water Management Division

cc: Paul Davis, TN Dept. of Environment and Conservation

000034



Nancy B. Reynolds  
Manager-Line Transactions  
Asset Management

500 Water Street - J200  
Jacksonville, FL 32202  
Tel: (904) 359-1424  
FAX: (904) 359-1111  
E-Mail: Nancy\_Reynolds@csx.com

April 27, 2001

City of Memphis  
Office of Planning and Development  
125 N. Main Street, Suite 450  
Memphis, TN 38103

RE: CSXT Proposed Abandonment  
Between Cordova and Memphis,  
in Shelby County, Tennessee  
Docket AB-55 (Sub-No. 590X)

Gentlemen:

On May 18, 2001, we expect to file with the Surface Transportation Board ("Board") a Petition For Exemption seeking authority to abandon approximately 13.34 miles of railroad between Cordova and Memphis, in Shelby County, Tennessee. Attached is a preliminary Environmental Report describing the proposed action and any expected environmental effects. Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to SEA (with a copy to me) would be appreciated within three weeks.

We are providing this report so that you may review the information that will form the basis for the Board's independent environmental analysis of this proceeding. Before this Report is finalized and submitted to the Board we will incorporate into it any comments that we receive from you. If any of the information is incorrect, if you believe that pertinent information is missing, or if you have any questions about the Board's environmental review process, please contact the Section of Environmental Analysis (SEA), Surface Transportation Board, Washington, DC 20423, telephone (202) 565-1545 and refer to the above Docket Number.

Your comments will be considered by the Board in evaluating the environmental impacts of the contemplated action. If there are any questions concerning this proposal, please feel free to contact me.

Very truly yours,

Attachment

Copy:  
Surface Transportation Board  
Section of Environmental Analysis  
1925 "K" Street NW - Suite 534  
Washington, DC 20423-0001

000035

Ms. Natalie S. Rosenberg, Counsel, CSXT, 500 Water Street-J150, Jacksonville, FL 32202



**Nancy B. Reynolds**  
Manager-Line Transactions  
Asset Management

500 Water Street - J200  
Jacksonville, FL 32202  
Tel.: (904) 359-1424  
FAX: (904) 359-1111  
E-Mail: [Nancy\\_Reynolds@csx.com](mailto:Nancy_Reynolds@csx.com)

April 27, 2001

Ms. Louise Mercurio  
Director, Office of Planning and Development  
For Shelby County  
160 N. Main - Room 802  
Memphis, TN 38103

RE: CSXT Proposed Abandonment  
Between Cordova and Memphis,  
in Shelby County, Tennessee  
Docket AB-55 (Sub-No. 590X)

Gentlemen:

On May 18, 2001, we expect to file with the Surface Transportation Board ("Board") a Petition For Exemption seeking authority to abandon approximately 13.34 miles of railroad between Cordova and Memphis, in Shelby County, Tennessee. Attached is a preliminary Environmental Report describing the proposed action and any expected environmental effects. Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to SEA (with a copy to me) would be appreciated within three weeks.

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Your comments will be considered by the Board in evaluating the environmental impacts of the contemplated action. If there are any questions concerning this proposal, please feel free to contact me.

Very truly yours,

Attachment

Copy:  
Surface Transportation Board  
Section of Environmental Analysis  
1925 "K" Street NW - Suite 534  
Washington, DC 20423-0001

000036

Ms. Natalie S. Rosenberg, Counsel, CSXT, 500 Water Street-J150, Jacksonville, FL 32202





Nancy B. Reynolds  
Manager-Line Transactions  
Asset Management

500 Water Street - J200  
Jacksonville, FL 32202  
Tel: (904) 359-1424  
FAX: (904) 359-1111  
E-Mail: Nancy\_Reynolds@csx.com

April 27, 2001

Mr. Charles L. Davis  
Soil Scientist  
Natural Resources Conservation Service  
Jackson Division Office  
235 Oil Well Road  
Jackson, TN 38305

RE: CSXT Proposed Abandonment  
Between Cordova and Memphis,  
in Shelby County, Tennessee  
Docket AB-55 (Sub-No. 590X)

Dear Mr. Davis:

On May 18, 2001, we expect to file with the Surface Transportation Board ("Board") a Petition For Exemption seeking authority to abandon approximately 13.34 miles of railroad between Cordova and Memphis, in Shelby County, Tennessee. Attached is a preliminary Environmental Report describing the proposed action and any expected environmental effects. Your response of April 19, 2001 has been incorporated in the Environmental Report under Section 3(ii).

We are providing this report so that you may review the information that will form the basis for the Board's independent environmental analysis of this proceeding. Before this Report is finalized and submitted to the Board we will incorporate into it any comments that we receive from you. If any of the information is incorrect, if you believe that pertinent information is missing, or if you have any questions about the Board's environmental review process, please contact the Section of Environmental Analysis (SEA), Surface Transportation Board, Washington, DC 20423, telephone (202) 565-1545 and refer to the above Docket Number.

Your comments will be considered by the Board in evaluating the environmental impacts of the contemplated action. If there are any questions concerning this proposal, please feel free to contact me.

Very truly yours,

Attachment

Copy:  
Surface Transportation Board  
Section of Environmental Analysis  
1925 "K" Street NW - Suite 534  
Washington, DC 20423-0001

*Nancy B Reynolds*

000037

Ms. Natalie S. Rosenberg, Counsel, CSXT, 500 Water Street-J150, Jacksonville, FL 32202



**Nancy B. Reynolds**  
Manager-Line Transactions  
Asset Management

500 Water Street - J200  
Jacksonville, FL 32202  
Tel.: (904) 359-1424  
FAX: (904) 359-1111  
E-Mail: [Nancy\\_Reynolds@csx.com](mailto:Nancy_Reynolds@csx.com)

April 27, 2001

Department of the Army  
Memphis District, Corps of Engineers  
167 N. Mid-America Mall - Room B522  
Memphis, TN 38103-1894

RE: CSXT Proposed Abandonment  
Between Cordova and Memphis,  
in Shelby County, Tennessee  
Docket AB-55 (Sub-No. 590X)

Gentlemen:

On May 18, 2001, we expect to file with the Surface Transportation Board ("Board") a Petition For Exemption seeking authority to abandon approximately 13.34 miles of railroad between Cordova and Memphis, in Shelby County, Tennessee. Attached is a preliminary Environmental Report describing the proposed action and any expected environmental effects. Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to SEA (with a copy to me) would be appreciated within three weeks.

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Your comments will be considered by the Board in evaluating the environmental impacts of the contemplated action. If there are any questions concerning this proposal, please feel free to contact me.

Very truly yours,

Attachment

Copy:  
Surface Transportation Board  
Section of Environmental Analysis  
1925 "K" Street NW - Suite 534  
Washington, DC 20423-0001

000038

Ms. Natalie S. Rosenberg, Counsel, CSXT, 500 Water Street-J150, Jacksonville, FL 32202



**Nancy B. Reynolds**  
Manager-Line Transactions  
Asset Management

500 Water Street - J200  
Jacksonville, FL 32202  
Tel.: (904) 359-1424  
FAX: (904) 359-1111  
E-Mail: [Nancy\\_Reynolds@csx.com](mailto:Nancy_Reynolds@csx.com)

April 27, 2001

U.S. Environmental Protection Agency  
Region 4  
61 Forsyth Street, SW  
Atlanta, GA 30303

TN Dept. of Environment & Conservation  
Division of Water Pollution Control  
401 Church Street  
6<sup>th</sup> Floor, L & C Annex  
Nashville, TN 37243-1534

RE: CSXT Proposed Abandonment  
Between Cordova and Memphis,  
in Shelby County, Tennessee  
Docket AB-55 (Sub-No. 590X)

Gentlemen:

On May 18, 2001, we expect to file with the Surface Transportation Board ("Board") a Petition For Exemption seeking authority to abandon approximately 13.34 miles of railroad between Cordova and Memphis, in Shelby County, Tennessee. Attached is a preliminary Environmental Report describing the proposed action and any expected environmental effects. Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to SEA (with a copy to me) would be appreciated within three weeks.

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Your comments will be considered by the Board in evaluating the environmental impacts of the contemplated action. If there are any questions concerning this proposal, please feel free to contact me.

Very truly yours,

Attachment

Copy:  
Surface Transportation Board  
Section of Environmental Analysis  
1925 "K" Street NW - Suite 534  
Washington, DC 20423-0001

000039

Ms. Natalie S. Rosenberg, Counsel, CSXT, 500 Water Street-J150, Jacksonville, FL 32202



Nancy B. Reynolds  
Manager-Line Transactions  
Asset Management

*file*  
500 Water Street - J200  
Jacksonville, FL 32202  
Tel.: (904) 359-1424  
FAX: (904) 359-1111  
E-Mail: Nancy\_Reynolds@csx.com

April 27, 2001

U. S. Department of the Interior  
Fish & Wildlife Service  
446 Neal Street  
Cookeville, TN 38501

RE: CSXT Proposed Abandonment  
Between Cordova and Memphis,  
in Shelby County, Tennessee  
Docket AB-55 (Sub-No. 590X)

Gentlemen:

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Your comments will be considered by the Board in evaluating the environmental impacts of the contemplated action. If there are any questions concerning this proposal, please feel free to contact me.

Very truly yours,

*Nancy B. Reynolds*

Attachment

Copy:  
Surface Transportation Board  
Section of Environmental Analysis  
1925 "K" Street NW - Suite 534  
Washington, DC 20423-0001

000 40

Ms. Natalie S. Rosenberg, Counsel, CSXT, 500 Water Street-J150, Jacksonville, FL 32202



Nancy B. Reynolds  
Manage Line Transactions  
Asset Management

500 Water Street - J200  
Jacksonville, FL 32202  
Phone: (904) 359-1424  
FAX: (904) 359-1111  
E-Mail: Nancy\_Reynolds@csx.com

May 9, 2001

Southeast Region  
Regional Director  
National Park Service  
100 Alabama Street S.W.  
1924 Building  
Atlanta, GA

RE: CSXT Proposed Abandonment  
Between Cordova and Memphis,  
in Shelby County, Tennessee  
Docket AB-55 (Sub-No. 590X)

Gentlemen:

On May 18, 2001, we expect to file with the Surface Transportation Board ("Board") a Petition For Exemption seeking authority to abandon approximately 13.34 miles of railroad between Cordova and Memphis, in Shelby County, Tennessee. Attached is a preliminary Environmental Report describing the proposed action and any expected environmental effects. Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to SEA (with a copy to me) would be appreciated.

We are providing this report so that you may review the information that will form the basis for the Board's independent environmental analysis of this proceeding. Before this Report is finalized and submitted to the Board we will incorporate into it any comments that we receive from you. If any of the information is incorrect, if you believe that pertinent information is missing, or if you have any questions about the Board's environmental review process, please contact the Section of Environmental Analysis (SEA), Surface Transportation Board, Washington, DC 20423, telephone (202) 565-1545 and refer to the above Docket Number.

Your comments will be considered by the Board in evaluating the environmental impacts of the contemplated action. If there are any questions concerning this proposal, please contact me directly by telephone at (904) 359-1424, or by mail at the above address.

Sincerely,

Attachment

Copy:  
Surface Transportation Board  
Section of Environmental Analysis  
1925 "K" Street NW - Suite 534  
Washington, DC 20423-0001

Ms. N. S. Rosenberg, Counsel, CSXT, 500 Water Street-J150, Jacksonville, FL 32202

000 41



Nancy B. Reynolds  
Manage Line Transactions  
Asset Management

500 Water Street - J200  
Jacksonville, FL 32202  
Phone: (904) 359-1424  
FAX: (904) 359-1111  
E-Mail: Nancy\_Reynolds@csx.com

May 9, 2001

NGS Information Services  
NOAA, N/NGS12  
National Geodetic Survey  
SSMC-3, #9202  
1315 East West Highway  
Silver Spring, MD 20910-3282

RE: CSXT Proposed Abandonment  
Between Cordova and Memphis,  
in Shelby County, Tennessee  
Docket AB-55 (Sub-No. 590X)

Gentlemen:

On May 18, 2001, we expect to file with the Surface Transportation Board ("Board") a Petition For Exemption seeking authority to abandon approximately 13.34 miles of railroad between Cordova and Memphis, in Shelby County, Tennessee. Attached is a preliminary Environmental Report describing the proposed action and any expected environmental effects. Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to SEA (with a copy to me) would be appreciated.

We are providing this report so that you may review the information that will form the basis for the Board's independent environmental analysis of this proceeding. Before this Report is finalized and submitted to the Board we will incorporate into it any comments that we receive from you. If any of the information is incorrect, if you believe that pertinent information is missing, or if you have any questions about the Board's environmental review process, please contact the Section of Environmental Analysis (SEA), Surface Transportation Board, Washington, DC 20423, telephone (202) 565-1545 and refer to the above Docket Number.

Your comments will be considered by the Board in evaluating the environmental impacts of the contemplated action. If there are any questions concerning this proposal, please contact me directly by telephone at (904) 359-1424, or by mail at the above address.

If you have any questions, please feel free to contact me.

Sincerely,

Attachment

Copy:  
Surface Transportation Board  
Section of Environmental Analysis  
1925 "K" Street NW - Suite 534  
Washington, DC 20423-0001

Ms. N. S. Rosenberg, Counsel, CSXT, 500 Water Street-J150, Jacksonville, FL 32202

000 42



Nancy B. Reynolds  
Manager Line Transactions  
Asset Management

500 Water Street - J200  
Jacksonville, FL 32202  
Phone: (904) 359-1424  
FAX: (904) 359-1111  
E-Mail: Nancy\_Reynolds@csx.com

April 27, 2001

Surface Transportation Board  
Section of Environmental Analysis  
1925 "K" Street NW., Suite 534  
Washington, DC 20423-0001

Gentlemen:

RE: CSX TRANSPORTATION, INC.  
CORDOVA TO MEMPHIS,  
SHELBY COUNTY, TENNESSEE  
DOCKET AB-55 (SUB-NO. 590X)

The attached letter was mailed to the following agencies on April 27, 2001:

City of Memphis  
Office of Planning and Development  
125 N. Main Street, Suite 450  
Memphis, TN 38103

Ms. Louise Mercurio  
Director, Office of Planning and Development  
For Shelby County  
160 N. Main - Room 801  
Memphis, TN 38103

Mr. Charles L. Davis  
Soil Scientist  
Natural Resources Conservation Service  
Jackson Division Office  
235 Oil Well Road  
Jackson, TN 38305

Department of the Army  
Memphis District, Corps of Engineers  
167 North Mid-America Mall - Room 522  
Memphis, TN 38103-1894

U.S. Environmental Protection Agency  
Region 4  
61 Forsyth Street, SW  
Atlanta, GA 30303

Tennessee Department of  
Environment and Conservation  
Division of Water Pollution Control  
6<sup>th</sup> Floor, L & C Annex  
401 Church Street  
Nashville, TN 37243-1534

U. S. Department of the Interior  
Fish & Wildlife Service  
446 Neal Street  
Cookeville, TN 38501

Sincerely,

*Nancy B Reynolds*

Attachment

Copy:

Ms. N. S. Rosenberg, Counsel, CSXT, 500 Water Street-J150, Jacksonville, FL 32202

000 43



Nancy B. Reynolds  
Manager-Line Transactions  
Asset Management

500 Water Street - J200  
Jacksonville, FL 32202  
Tel.: (904) 359-1424  
FAX: (904) 359-1111  
E-Mail: Nancy\_Reynolds@csx.com

April 27, 2001

RE: CSXT Proposed Abandonment  
Between Cordova and Memphis,  
in Shelby County, Tennessee  
Docket AB-55 (Sub-No. 590X)

Gentlemen:

On May 18, 2001, we expect to file with the Surface Transportation Board ("Board") a Petition For Exemption seeking authority to abandon approximately 13.34 miles of railroad between Cordova and Memphis, in Shelby County, Tennessee. Attached is a preliminary Environmental Report describing the proposed action and any expected environmental effects. Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to SEA (with a copy to me) would be appreciated within three weeks.

We are providing this report so that you may review the information that will form the basis for the Board's independent environmental analysis of this proceeding. Before this Report is finalized and submitted to the Board we will incorporate into it any comments that we receive from you. If any of the information is incorrect, if you believe that pertinent information is missing, or if you have any questions about the Board's environmental review process, please contact the Section of Environmental Analysis (SEA), Surface Transportation Board, Washington, DC 20423, telephone (202) 565-1545 and refer to the above Docket Number.

Your comments will be considered by the Board in evaluating the environmental impacts of the contemplated action. If there are any questions concerning this proposal, please feel free to contact me.

Very truly yours,

Attachment

Copy:  
Surface Transportation Board  
Section of Environmental Analysis  
1925 "K" Street NW - Suite 534  
Washington, DC 20423-0001

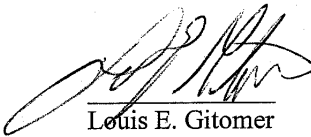
Ms. Natalie S. Rosenberg, Counsel, CSXT, 500 Water Street-J150, Jacksonville, FL 32202

000 17



### **CERTIFICATION**

I, Louis E. Gitomer certify that on April 27, 2001, the Environmental Report of CSX Transportation, Inc., in Docket No. AB-55 (Sub-No. 590X) has been served on the appropriate parties within the required time period under 49 CFR 1105.7(b), as required by 49 CFR 1105.7(c).



Louis E. Gitomer  
August 24, 2001

# EXHIBIT C

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## HISTORIC REPORT

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CSX TRANSPORTATION, INC.

CORDOVA TO MEMPHIS  
SHELBY COUNTY  
TENNESSEE

DOCKET AB-55 (SUB-NO. 590X)

**1105.7(e)(1)**

**PROPOSED ACTION AND ALTERNATIVES.** Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable detailed map and drawings clearly delineating the project.

CSX Transportation, Inc. (CSXT) proposes to abandon 13.34 miles of its rail line between Cordova and Memphis, Shelby County, Tennessee. The cost of providing transportation exceeds the revenues generated by the traffic on this line. The principal commodities transported are lumber and brick.

Abandonment of this line will result in the removal of the rail, crossties, and upper layer of ballast; and operations and maintenance of this line will cease.

The only alternative would be not to abandon and to pass the operating loss and capital costs of retaining the line to all other CSXT customers. This would not be a prudent utilization of carrier resources.

Two maps which delineate the proposed project are attached. (See Attachments 1 and 2.)

**1105.8(d)**

- (1) A U.S.G.S. topographic map (or an alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of

the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 years old or older and are part of the proposed action.

Attached are copies of portions of the Northeast Memphis-1997 and Ellendale-1993 topographic maps prepared by the U. S. Department of Interior Geological Survey highlighted with a heavy black diagonal line to delineate the project area. (See Attachments 3 and 4.) There are no CSXT-owned structures that are 50 years old or older that are part of the proposed action.

- (2) **A written description of the right of way (including approximate widths, to the extent known), and the topography and urban and/or rural characteristic of the surrounding area:**

The line traverses the City of Memphis in an easterly direction to the town of Cordova. The right of way is 50 feet from centerline of track.

- (3) **Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area:**

Not applicable.

- (4) **The date(s) of construction of the structure(s), and the date(s) and extent of any major alterations, to the extent such information is known:**

Not applicable.

- (5) **A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action:**

The Tennessee Midland Railway between 1887 and 1895 acquired the property for this rail line. The Tennessee Midland Railway was chartered under the General Acts of the State of Tennessee in 1875. In order to raise funds to construct its road it issued and disposed of its first and second mortgage bonds which were guaranteed by the Paducah, Tennessee & Alabama Railroad. Default being made in the payment of the coupons, the St. Louis Trust Company, as trustee, on October 28, 1893, filed a bill in the Circuit Court of the United States for the Western Division of the Western Judicial Circuit of Tennessee at Memphis, and afterward, on July 1, 1895, a supplemental bill, seeking to foreclose said mortgages. Under these proceedings the road was sold to J. W. Phillips. On December 14, 1895, J. W. Phillips sold said road, properties, franchises, etc. to the Louisville & Nashville Railroad Company.

The Louisville and Nashville Railroad Company was incorporated under special act of Kentucky on March 5, 1850, under special act of Tennessee on December 4, 1851, and under special act of Virginia, on March 30, 1887.

In 1972 The Family Lines was adopted to identify the Louisville and Nashville Railroad and the Seaboard Coast Line Railroad. On November 1, 1980, Seaboard Coast Line Industries Inc. (which was formed in May, 1969) and Chessie System Inc. merged and became CSX Corporation. On January 1, 1983, the merger of The Family Lines' affiliates formed the Seaboard System Railroad Inc., which name was changed on July 1, 1986 to CSX Transportation, Inc.

Upon receiving abandonment authority, Applicant's operations and maintenance over this line will cease.

- (6) **A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic:**

Not applicable.

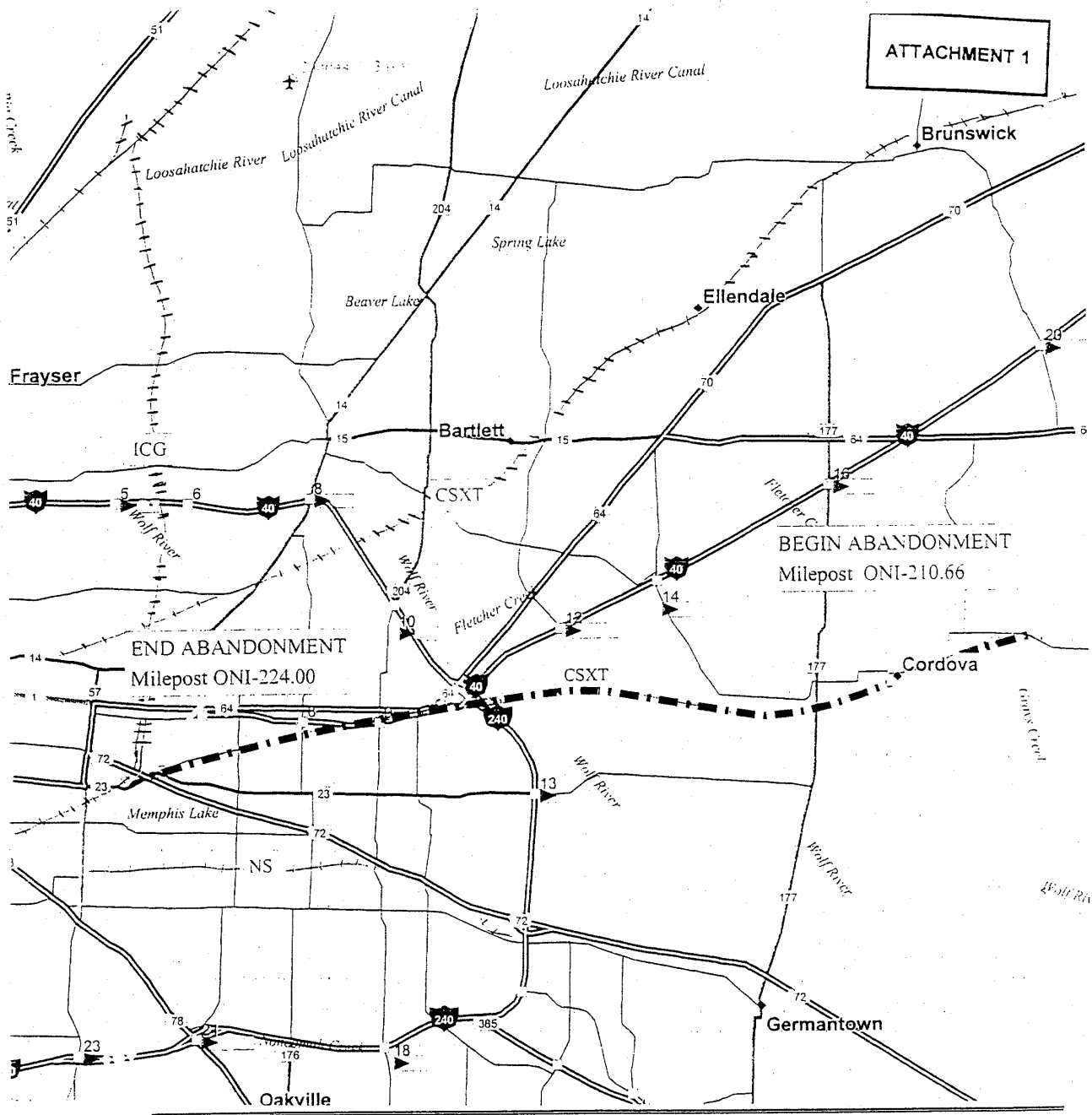
- (7) **An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 C.F.R. 60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities):**

A review of our records indicates there are no CSXT-owned structures over 50 years old on this line segment.

We do not know of any archeological resources or any other previously unknown historic properties in the project area.

- (8) **A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or man-made) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic wastes), and the surrounding terrain.**

The line was disturbed during construction by cuts and fill and any archeological resources that may have been located in the proposed project area would have been affected at that time versus during the proposed salvage operations associated with rail removal. Our records do not indicate that any swampy conditions exist, or that any hazardous material spills have occurred within the project area.



CSX TRANSPORTATION, INC

PORTION OF TENNESSEE

----- 13.34 miles track to be abandoned

000 50

State Capital (★) County Seats (●)  
Railroads ———

Copyright by Rand McNally & Company  
Made in U.S.A.

**Scale 1:890,000**

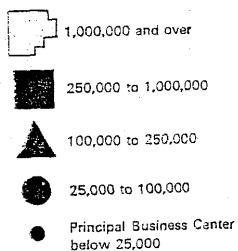
1 Inch = 14 Statute Miles  
1 Centimeter = 8.8 Kilometers

STATUTE MILES

KILOMETERS

A-520543-231-3-4-3-4

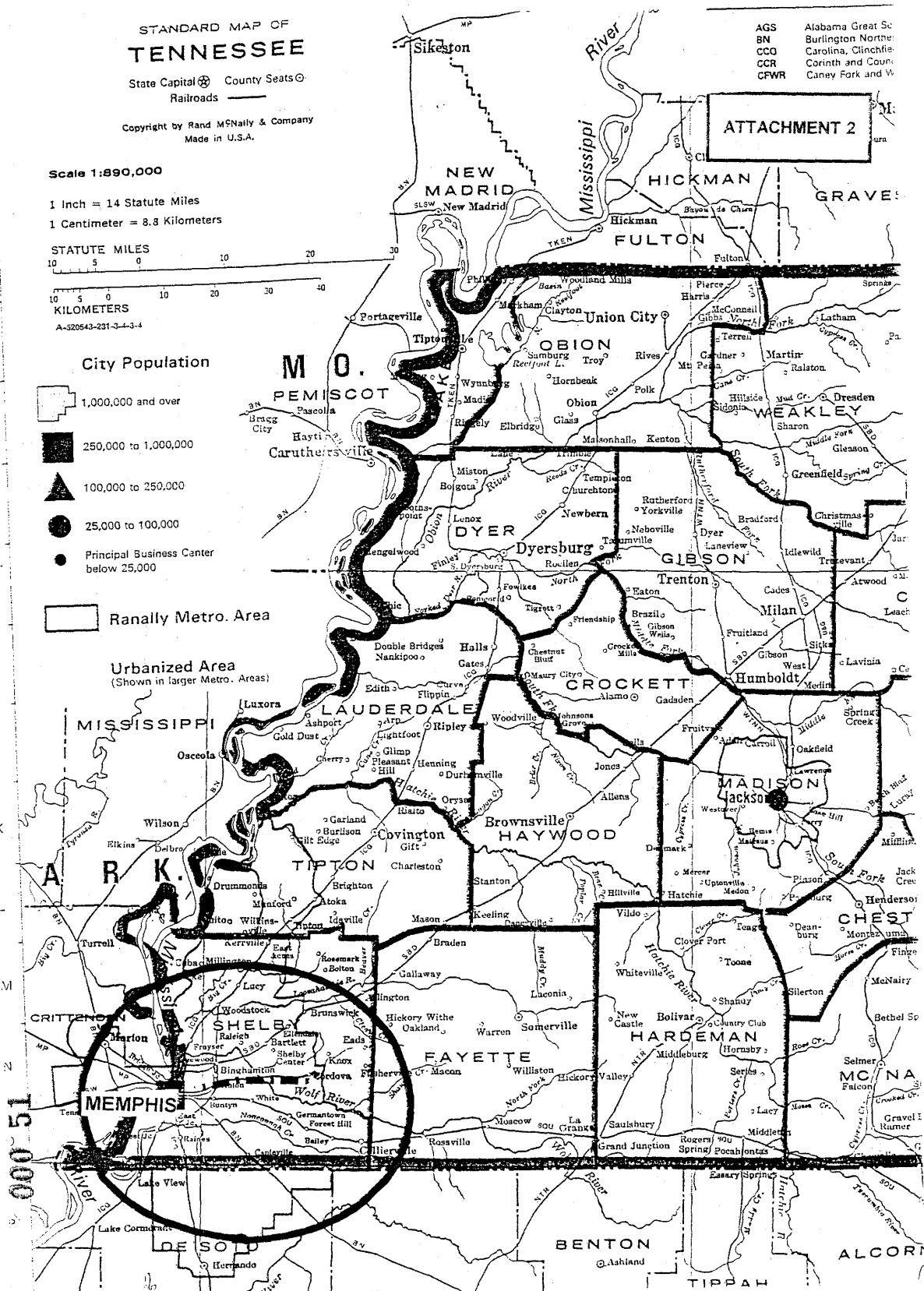
City Population

☐ Ranally Metro. Area

**Urbanized Area**  
(Shown in larger Metro. Areas)

AGS	Alabama Great Southern
BN	Burlington Northern
CCO	Carolina, Clinchfield
CCR	Corinth and Council Bluffs
CFWR	Caney Fork and West

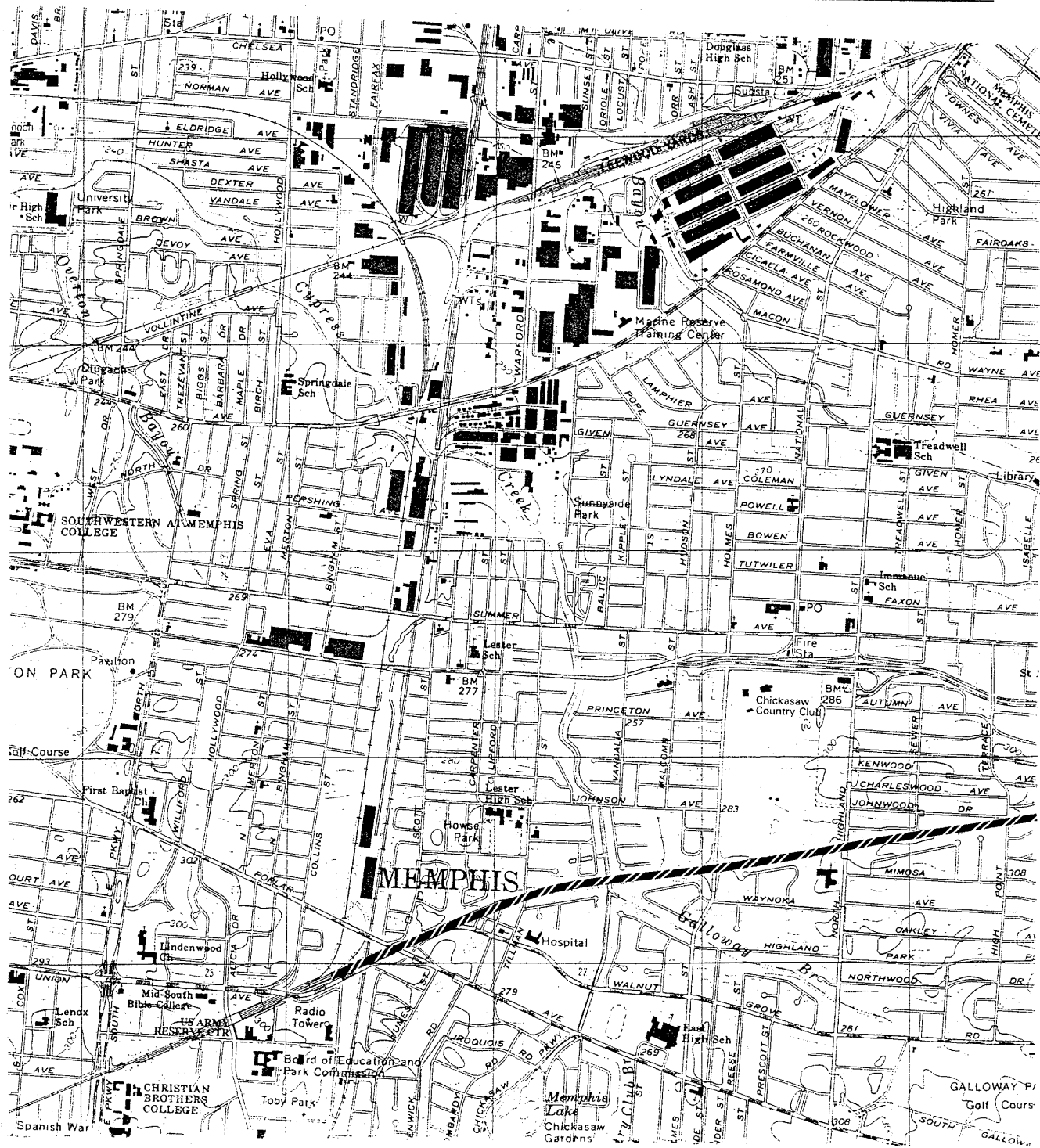
ATTACHMENT 2



U. S. DEPT. OF THE INTERIOR  
U. S. GEOLOGICAL SURVEY

1997  
(Page 1 of 2)

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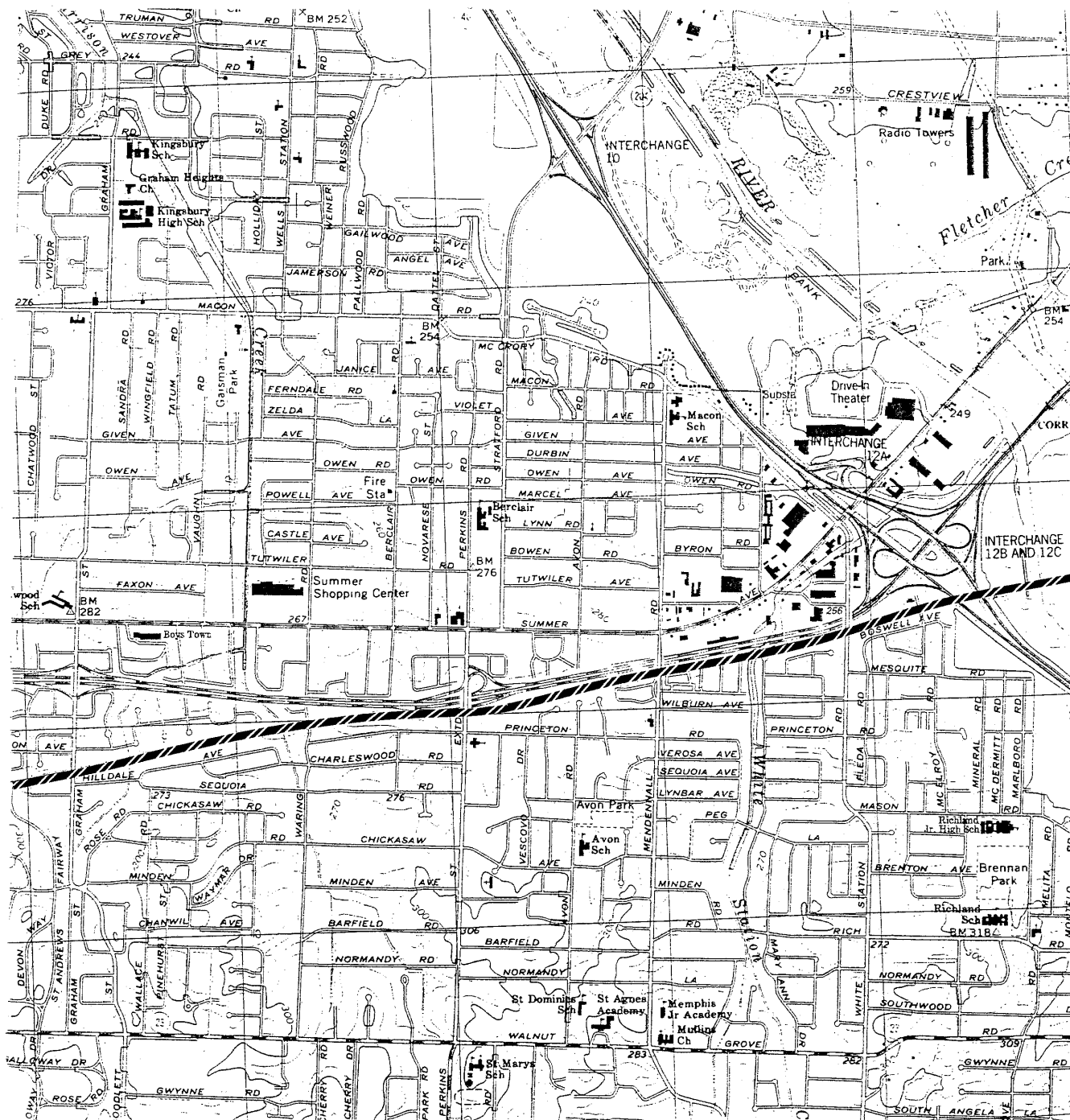




U. S. GEOLOGICAL SURVEY

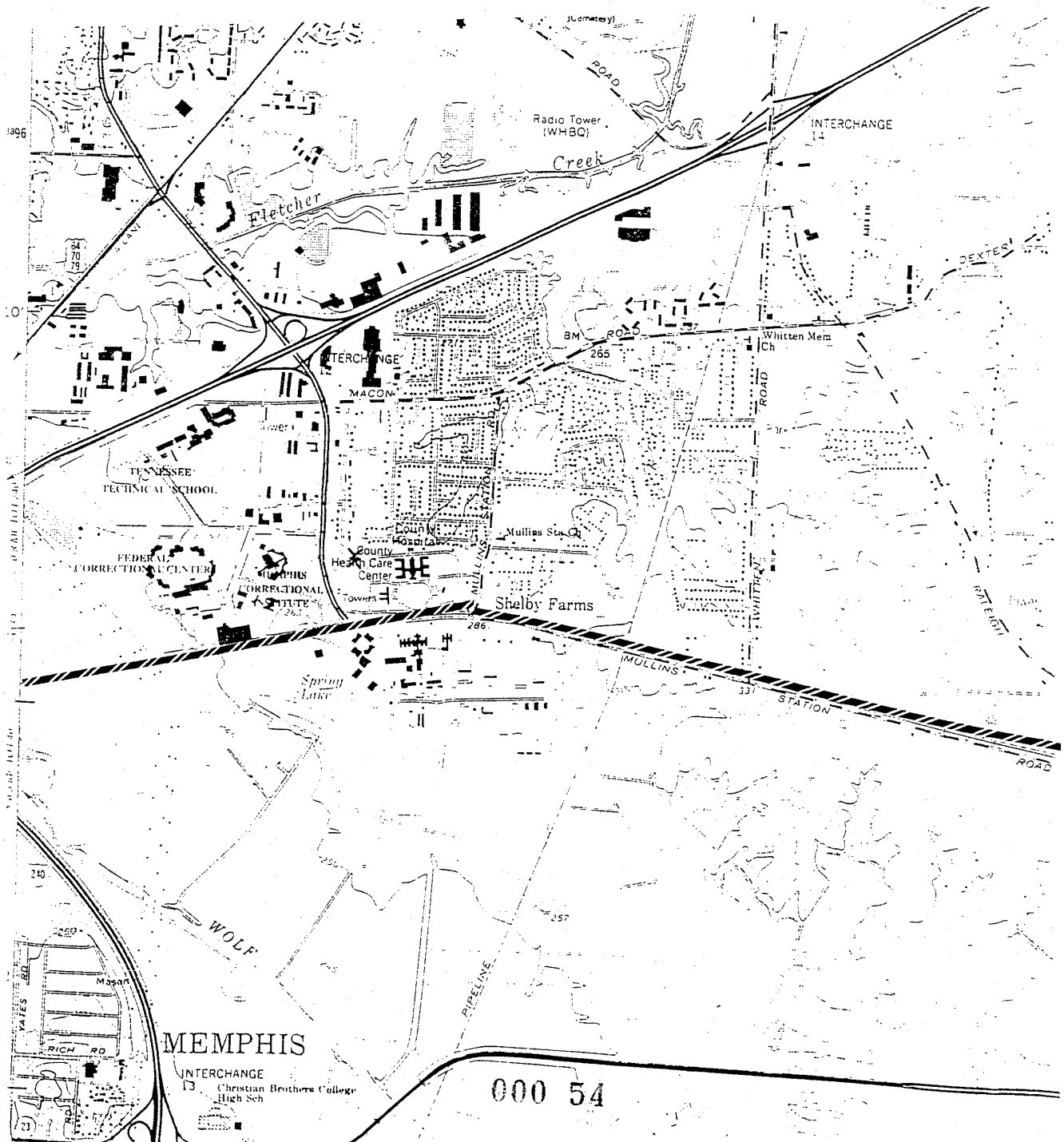
(Page 2 of 2)

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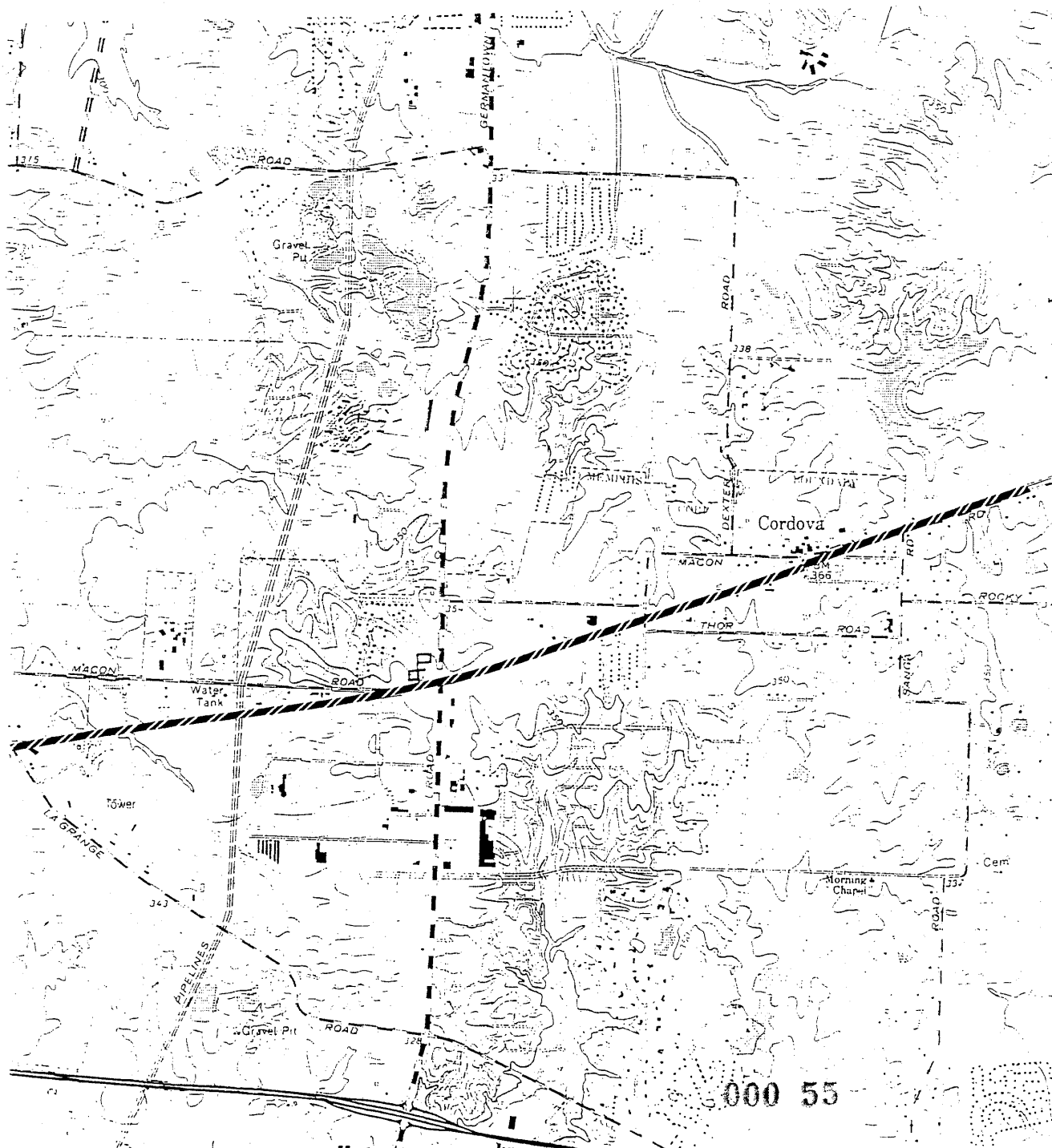
U. S. DEPT. OF THE INTERIOR  
U. S. GEOLOGICAL SURVEY

ELLENDALE QUADRANGLE  
TENNESSEE-SHELBY CO.  
1965-Revised 1993  
(Page 1 of 2)



U. S. DEPT. OF THE INTERIOR  
U. S. GEOLOGICAL SURVEY

ELLENDALE QUADRANGLE  
TENNESSEE-SHELBY CO.  
1965-Revised 1993  
(Page 2 of 2)



000 55



Joanna Griffith  
Director - Route Structures  
Asset Management - J200

500 Water Street - J200  
Jacksonville, FL 32202  
Tel. (904) 359-4925  
Fax (904) 359-1111  
E-Mail: Joanna\_Griffith@csx.com

April 9, 2001

Mr. Herbert L. Harper  
Executive Director and Deputy  
State Historic Preservation Officer  
Tennessee Historical Commission  
Department of Environment and Conservation  
2941 Lebanon Road  
Nashville, TN 37243-0442

RE: CSXT ABANDONMENT  
CORDOVA TO MEMPHIS  
SHELBY COUNTY  
DOCKET AB-55 (SUB-NO. 590X)

Mr. Harper:

Please be advised that on May 18, 2001, CSX Transportation, Inc. anticipates filing for abandonment of a portion of its rail line between Cordova and Memphis, TN, as shown on the attached maps.

In connection with rail lines that are to become the subject of applications for authority to abandon, Federal Regulations at 49 CFR 1105.8(d), require that a Historic Report be submitted to the State Historic Preservation Officer prior to filing with the Surface Transportation Board. In accordance with those Regulations, I am attaching a Historic Report covering the above proposed abandonment.

I will appreciate receiving your letter confirming that this project will have no impact upon cultural resources. If you have questions, please feel free to call me.

Sincerely,

Attachments

Copy:  
Surface Transportation Board  
Section of Environmental Analysis  
1925 "K" Street NW - Suite 534  
Washington, DC 20423-0001

Ms. N. S. Rosenberg, Counsel, CSXT, 500 Water St.-J150, Jacksonville, FL 32202

000 56



**TENNESSEE HISTORICAL COMMISSION**  
DEPARTMENT OF ENVIRONMENT AND CONSERVATION  
2941 LEBANON ROAD  
NASHVILLE, TN 37243-0442  
(615) 532-1550

April 25, 2001

Mr. Joanna M. Griffith  
CSX Transportation  
500 Water Street-J 200  
Jacksonville, Florida 32202

RE: STB, DOCKET AB-55 (SUM NO 590X), UNINCORPORATED, SHELBY COUNTY

Dear Mr. Griffith:

Pursuant to your request received by this office on Thursday, April 12, 2001, this office has reviewed documentation concerning the above-referenced undertaking. This review is a requirement of Section 106 of the National Historic Preservation Act for compliance by the participating federal agency or applicant for federal assistance. Procedures for implementing Section 106 of the Act are codified at 36 CFR 800 (Federal Register, December 12, 2000, 77698-77739)

Based on available information, we find that the undertaking as currently proposed may affect historic properties eligible for listing in the National Register of Historic Places. We therefore recommend that your agency begin immediate consultation with our office to complete Section 106 review on this undertaking. This office will also need to review a cultural resources survey report for this project before any work commences. You may find additional information concerning the Section 106 process and the Tennessee SHPO's documentation requirements at [www.state.tn.us/environment/hist/sect106.htm](http://www.state.tn.us/environment/hist/sect106.htm). Questions and comments may be directed to Joe Garrison (615) 532-1559. Your cooperation is appreciated.

Sincerely,

Herbert L. Harper  
Executive Director and  
Deputy State Historic  
Preservation Officer

HLH/jyg

# EXHIBIT D

**VERIFIED STATEMENT OF ELLEN M. PRESLAR**

I am Ellen M. Preslar, Senior Manager-Costing in the Cost & Economic Analysis department of CSX Transportation, Inc. In this job I am responsible for the preparation of costing analyses, including those required for abandonments under 49 CFR Subpart D.

I have prepared the attached revenue and cost statement in accordance with my understanding of the rules in 49 CFR Subpart D.

**VERIFICATION**

I, Ellen M. Preslar verify under penalty of perjury under the laws of the United States that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this Verified Statement.

Executed March 27, 2002

Ellen M. Preslar  
Ellen M. Preslar

**CSX Transportation, Inc.**  
**Line Segment: Memphis to Cordova, TN**

Discontinuance of Service MP ONI 210.66 - ONI 222.4		Base Year* (Yr 2000)	Forecast Year (Begin 03/01/02)	Projected Subsidy Year (End 06/30/03)
O/T --		274 CL	274 CL	274 CL
<u>Revenues Attributable</u>				
1. Freight Originated &/or Terminated On Branch		\$ 242,455	257,002	261,851
2. Bridge Traffic		-	-	-
3. All Other Revenue and Income		2,200	2,200	2,200
4. Total Revenues Attributable (Lines 1 thru 3)		\$ 244,655	\$ 259,202	\$ 264,051
<u>Avoidable Costs</u>				
5. Total On-Branch Costs (Lines 5a thru 5k)		\$ 111,236	\$ 149,606	\$ 150,090
a. Maintenance of Way and Structures		16,500	55,000	55,000
b. Maintenance of Equipment - Locomotives		6,937	7,019	7,056
c. Transportation		35,787	34,938	35,186
d. Joint Facilities		-	-	-
e. Deadheading, Taxi and Hotel		-	-	-
f. Overhead Movement		8,879	8,805	8,853
g. Freight Car Costs (o/t Return on Freight Cars)		21,543	22,254	22,405
h. Return on Value - Locomotives		12,026	12,026	12,026
i. Return on Value - Freight Cars		9,564	9,564	9,564
j. Revenue Taxes		-	-	-
k. Property Taxes		-	-	-
6. Total Off-Branch Costs (Lines 6a and 6b)		\$ 179,887	\$ 185,465	\$ 186,648
a. Off-Branch Costs (o/t Return on Freight Cars)		169,040	174,618	175,801
b. Return on Value - Freight Cars		10,847	10,847	10,847
7. Total Avoidable Costs (Lines 5 and 6)		\$ 291,123	\$ 335,071	\$ 336,738
<u>Subsidization Costs</u>				
8. Rehabilitation		xxxx	xxxx	881,000
9. Administration Costs		xxxx	xxxx	-
10. Casualty Reserve Account		xxxx	xxxx	-
11. Total Subsidization Costs (Lines 8 thru 10)		xxxx	xxxx	\$ 881,000
<u>Return on Value</u>				
12. Valuation of Property (Lines 12a thru 12c)		xxxx	\$ 921,151	\$ 921,170
a. Working Capital		xxxx	4,891	4,910
b. Income Tax Consequences		xxxx	(145,298)	(145,298)
c. Net Liquidation Value		xxxx	1,061,558	1,061,558
13. Nominal Rate of Return		xxxx	15.4%	15.4%
14. Nominal Return on Value (Line 12 * Line 13)		xxxx	141,857	141,860
15. Holding Gain (Loss)		xxxx	31,847	31,847
16. Total Return on Value (Line 14 less Line 15)		xxxx	\$ 110,011	\$ 110,013
17. Avoidable Loss from Operations (Line 7 less Line 4)		\$ 46,468	\$ 75,869	\$ 72,687
18. Estimated Forecast Year Loss from Operations (Lines 7 and 16 less Line 4)			\$ 185,880	
19. Estimated Subsidy Year Loss from Operations (Lines 7, 11 and 16 less Line 4)				\$ 1,063,700

000 60



**CSX Transportation, Inc.**

**Line Segment: Memphis to Cordova, TN**

**Discontinuance of Service MP ONI 210.66 - ONI 222.4**

**Notes to Exhibit 1:**

*	Base Year	An embargo was placed on the line March 1, 2001. Therefore, the year 2000 is a more representative period to use for a complete base year than any period ending within six months of the filing date. [See Definitions / <u>Base Year</u> at 49 CFR 1152.2(c).]
	Carloads	All three periods reflect carloads actually moving in the base year period. The O/T carloads include traffic originated / terminated by patrons located on the line segment.
Line 1	Freight Revenues	Base year = total CSXT waybill revenues; Forecast year = Base year revenues with potential increase over the base year numbers (6.0%) as identified by CSXT marketing personnel; Subsidy year = Base year revenues with potential increase of 8.0%.
Line 3	All Other Revenue and Income	Track lease.
Line 5	Avoidable On-branch Costs	Costs for base year are based on year 2000 unit costs. The forecast year and subsidy year costs reflect indexing adjustments.
Line 5a	Maintenance of Way & Structures	For the forecast year and subsidy year periods, the maintenance expenses are estimated at \$5000 per mile per year.
Line 5f	Overhead Movement	Costs attributable to the movement between Leewood Yard and the branch-line beginning cutpoint. Adjustments have been made to other cost categories to prevent double-counting of costs.
Lines 5g & 5i	On-branch Car Costs	Standard on-branch car cost calculation using year 2000 unit costs indexed to the forecast year and subsidy year periods.
Line 6	Off-branch Costs	CSXT 2000 URCS indexed to the forecast year and subsidy year periods.
Line 8	Rehabilitation (Subsidy Year Only)	In order to re-establish service to the patrons at the end of the line segment, six bridges must be repaired at an estimated rehabilitation cost of \$881,000. The subsidy year period is defined to begin July 1, 2002 in order to allow a minimum of three months for this work to be completed.
Line 12	Valuation of Property	The net liquidation value is based on mileage proration (11.74 of 13.49 miles) of land value provided by CSXT Real Property (\$357,500) and net salvage value of track provided by CSXT Engineering Department (\$862,682). Income tax consequences are calculated at 37% of land and re-sale track values.

000 61

# EXHIBIT E

VERIFIED STATEMENT

OF

LEEROY DAVIDSON

My name is Leeroy Davidson and I am Regional Engineer of Structures for CSX Transportation, Inc. ("CSXT"). My office is located at 11429 Bluegrass Parkway, Louisville, KY. My duties include inspection, repair and replacement of all railroad structures in the Midwest Region. I began my railroad career in 1970 as a bridge repairman, and was promoted to Assistant Bridge Supervisor in 1972 and Bridge Supervisor in 1980 for the former Louisville and Nashville Railroad Company. Since 1981, I have been employed by CSXT in the following positions: Assistant Bridge Supervisor, Bridge Supervisor, General Bridge Supervisor, Engineer B&B, Engineer of Production, Assistant Division Engineer, and Regional Engineer of Structures.

This statement describes the condition of six mainly timber bridges on the 12.24-mile railroad line between Cordova, milepost ONI 210.66, and East of Memphis, TN, milepost ONI 222.9, in the Midwest Region, Nashville Division (the "Line"). This statement also details the relevant repair and replacement costs for each of the six bridges on the Line.

The Line was embargoed on March 1, 2001, because the first bridge (located at milepost ONI 218.5) is unsafe to operate over any longer absent significant repairs.<sup>1</sup> The estimated time necessary to repair the bridge to a safe level is approximately three to six months.

In January 2001, I personally inspected each of the six bridges along with a CSXT Bridge Supervisor and CSXT Assistant Regional Engineer Bridges. The bridges were inspected by following the industry standards for bridge inspections as well as the standards outlined in CSXT Fundamentals of Railroad Bridge Inspection (attached as Exhibit A). The techniques employed in the inspection of the bridges included the Pick Test, visual inspection, sounding and drilling

(explained in Exhibit A). I reviewed the inspection reports in March 2002, and confirmed that the conclusions of the earlier inspection are correct and still applicable to the Line.

A typical timber railroad bridge has a life span of approximately 40 to 50 years depending on the rate of decay, the quality of timber used and the quality of the preservative treatment, among other factors. When the cost of repairing a bridge is so great that it is not economically feasible to maintain and it becomes unsafe to operate on the bridge, the life of that bridge is considered to have ended.

After the inspection utilizing the industry standards, the above-mentioned techniques and my general engineering knowledge, I determined that the first bridge is unsafe to operate over without significant repairs and that the other five bridges are greatly deteriorated and will require extensive repairs in the near future to maintain a safe operating condition for five years. Even if CSXT were to make the recommended repairs to the bridges, the bridges would still require replacement within about 10 years because the bridges have effectively reached or surpassed their useful lives.

Listed below by location are the six bridges with a description of each bridge as well as the cost of repair and reconstruction for each.

Bridge #1 is located at milepost ONI 218.5 on the Line. The bridge measures approximately 1792 linear feet. It consists of about 1615 linear feet of creosote pine timber trestle on driven 6-pile bents and approximately 177 linear feet of steel open deck plate girders on concrete piers. In order to repair the bridge, CSXT would be required, at a minimum, to replace 160 bridge ties, post 158 pilings, and replace 30 caps. The cost of performing these repairs is estimated to be \$485,000. The cost to rebuild bridge #1 is estimated to be \$4,446,000,

in large part due to the length of the bridge. See Timber Bridge Inspection Report dated January 9, 2001 for Bridge #1 in Exhibit B.

Bridge #2 is located at milepost ONI 218.4 on the Line. The floor of the bridge was built in 1919 and the bents were added in 1936. The bridge measures approximately 180 linear feet. It is a creosote pine timber trestle. The pilings are 50% to 70% decayed. The caps, stringers, and flooring are 80% decayed. I estimate the cost to post 14 pilings and replace three caps to be approximately \$38,000. The cost to rebuild bridge #2 is estimated to be \$540,000. See Timber Bridge Inspection Report dated January 9, 2001 for Bridge #2 in Exhibit C.

Bridge #3 is located at milepost ONI 218.3 on the Line. The bridge was built in 1953 and measures approximately 248 linear feet. It is a six-pile creosote pine timber trestle. The pilings, caps, stringers, and flooring are 30% to 40% decayed. I estimate the repair cost to post 40 pilings and replace 10 caps to be approximately \$115,000. The cost to rebuild bridge #3 is estimated to be \$756,000. See Timber Bridge Inspection Report dated January 9, 2001 for Bridge #3 in Exhibit D.

Bridge #4 is located at milepost ONI 218.1 on the Line. The bridge was built in 1952 and measures approximately 192 linear feet. It is a six-pile creosote pine timber trestle. The pilings, caps, stringers, flooring, and curbs are 30% to 40% decayed. I estimate the repair cost to post 12 pilings and replace six caps to be approximately \$45,000. The cost to rebuild bridge #4 is estimated to be \$576,000. See Timber Bridge Inspection Report dated January 9, 2001 for Bridge #4 in Exhibit E.

Bridge #5 is located at milepost ONI 214.9 on the Line. The bridge was built in 1930 and measures approximately 72 linear feet. It is a six-pile creosote pine timber trestle. The pilings are 60% to 70% decayed, and the caps, stringers, flooring, and curbs are 90% to 100% decayed.

I estimate the repair cost to post 22 pilings and replace all caps, stringers, flooring, and curbs to be approximately \$108,000. The cost to rebuild bridge #5 is estimated to be \$216,000. See Timber Bridge Inspection Report dated January 9, 2001 for Bridge #5 in Exhibit F.

Bridge #6 is located at milepost ONI 211.0 on the Line. The bridge was built in 1924 and measures approximately 49 linear feet. It is a six-pile creosote pine timber trestle. The pilings, caps, stringers, and flooring are 60% to 70% decayed. Additionally, the north end of Bridge #6 has been washed out by heavy rains. I estimate the repair cost to post 15 pilings, replace five caps, replace 50% of flooring, and replace 100 linear feet of curbs to be approximately \$90,000. The cost to rebuild bridge #6 is estimated to be \$147,000. See Timber Bridge Inspection Report dated January 9, 2001 for Bridge #6 in Exhibit G.

The total replacement cost for all six bridges is estimated to be \$6,681,000. This estimate only includes the cost to replace the bridges and does not contemplate any allowance for maintenance and repair to the track along the Line. Although CSXT could perform approximately \$881,000 worth of work to the bridges in order to return them to service, and could probably continue to use the bridges through 2007, CSXT does not believe this to be the most prudent course of action. These bridges have outlived their useful lives and will require replacement very shortly. Even if CSXT were to spend \$881,000 over the next several years on the bridges, within five years CSXT would have to begin the process and incur the expense of replacing the bridges.

### VERIFICATION

I, Leeroy Davidson verify under penalty of perjury under the laws of the United States that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this Verified Statement.

Executed March 20, 2002.

  
Leeroy Davidson

*My Commission expires  
April 18, 2005*

*Donald R. Richardson  
Notary Public, Hardin County, Ky*

# **CSXT**

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**ENGINEERING DEPARTMENT  
TECHNICAL TRAINING CENTER**

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**PRESENTS**

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***The Fundamentals  
of  
Railroad  
Bridge Inspection***

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Jacksonville, Florida  
(904) 287-0328*

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# **PROPERTIES OF WOOD**

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## **TIMBER INSPECTION**

**A. TIMBER** - Is a widely used construction material on the railroad, for bridges, tunnels, retaining walls, piers, buildings, etc. Timber and lumber come in many kinds and grades, with wide variations in hardness, weight, strength, workability, texture, grain pattern, etc. Lumber is classified either softwood or hardwood. Generally, softwood comes from the needle-bearing or evergreen trees, while hardwoods come from broad leaf (deciduous) trees. This classification is somewhat confusing, however, because many of the so called hardwood species produce softer wood than some of the softwood species. The more commonly available softwood species would be the firs, pines, cedar, redwood, etc. Hardwoods generally available would be oak, maple, cherry, ash, gum and walnut. Most timber and lumber used in repair and maintenance of structures today will be one of the softwood species. All of the timber and lumber used in permanent bridge repairs should be treated with a wood preservative. Untreated timber and lumber should only be used for temporary repairs, shoring, blocking, etc.

**Types of Timber** - Wood differs from other construction materials because it is produced in a living tree. As a result wood possesses material properties that are entirely different from other material normally encountered in structural design.

### **B. GOOD FEATURES - BAD FEATURES**

**Good Features** - The physical properties of wood describe its characteristics and its behavior to external influences other than applied forces. Some of the good properties of wood are strength, impact resistance, durability, elasticity, thermal expansion and electrical conductivity.

- ■ **Strength** - Timber, while not as strong as steel approximates ordinary concrete in compressive strength. It is strongest in flexural strength, i.e., timber has an allowable compressive strength (parallel to grain) of about 75% of the flexural value. Perpendicular to the grain, compressive strength is only 20% of the flexural strength. Horizontal shear is limited to 10% of the flexural strength.

## **TIMBER INSPECTION**

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- **Impact Resistance** - Since timber is able to withstand greatly increased load momentarily, neither impact nor fatigue are serious problems with timber.
- **Durability** - Under certain conditions, and when properly treated or protected, timber is quite a durable material under all conditions. Some preservative treatments, however, reduce the strength of timber.
- **Elasticity** - Wood is not ideally elastic in that some deformation from loading is not immediately recovered when the load is removed; however, residual deformations generally recover over a period of time. Although wood has other elastic properties, it is usually assumed to behave as an elastic material for most engineering applications.
- **Thermal Expansion** - of wood is positive in all directions: it expands when heated and contracts when cooled. Wood is a good insulator and does not respond rapidly to temperature changes; therefore, its thermal expansion and contraction lag substantially behind temperature changes in the surrounding air.
- **Electrical Conductivity** - Dry wood is a good electrical insulator and exhibits only minor variations in conductivity relative to variations in density and species. Although electrical properties generally have little effect on bridge design, the co-relation between electrical conductivity and moisture content is the basis for electrical resistance-type meters that are commonly used in bridge inspection related to product manufacturing.

**C. BAD FEATURES** - Some of the bad properties of wood are porosity, anisotropy, lack of fire resistance, weathering, chemical resistance, abrasion, and is subject to overloading and volume changes (density).

- **Porosity** - Since wood is a cellular, organic material, timber is quite porous.

## TIMBER INSPECTION

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- **Anisotropy** - Wood has different strength properties depending upon the manner and direction of loading
- **Fire Resistance** - Timber is particularly vulnerable to fire
- **Weathering, Warping, etc.** - This is normally caused by repeated dimensional changes in the wood as it gets wet and then dries
- **Chemical Reaction** - affects wood in three different ways: A swelling and resultant weakening of the wood, breaking down the cellulose by acids, or a general deterioration by alkalis. Animal wastes are also a problem.
- **Abrasion** - is most serious when combined with decay which softens or weakens the wood. On bridges, decks are especially vulnerable
- **Overloading** - Damage will be evident in the form of shattered or injured timbers, sagging or buckled members, or timbers with large longitudinal cracks.
- **Volume Change** - Wood density varies with moisture content.

### D. CAUSES OF DETERIORATION

**Agents of deterioration** - Some of the agents of deterioration are bacteria, fungi, vermin, water, weathering (sunlight), chemical and mechanical wear.

- **Bacteria** - are small, single-cell protists that are among the most common organisms on earth. They recently have been shown to be important colonizers of untreated wood in very wet environments, causing increased opening and softening of the wood surface. Bacterial decay is normally an extremely slow process, but can become serious in situations where untreated wood is submerged for long periods. Although untreated wood may become weaker when it remains saturated for very long periods, bacterial decay does not appear to be a serious hazard to the pressure-treated timber typically used for bridge construction.

## TIMBER INSPECTION

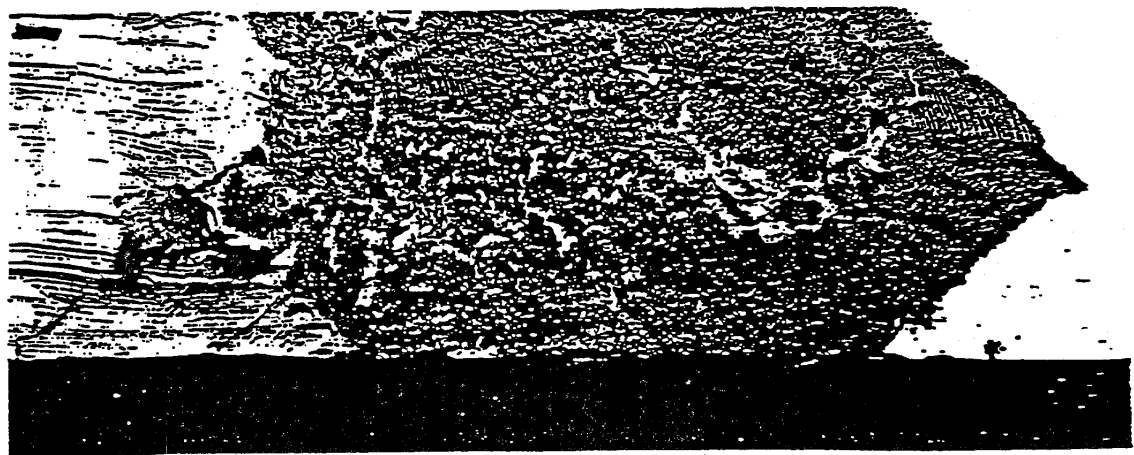
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- **Fungi** - are simple, plantlike organisms that break down and utilize wood material as a food source. They move through the wood as a network of microscopic, threadlike molds that grow through the pits or directly penetrates the wood cell wall. Once the fungus obtains a sufficient amount of energy from the wood, it scatters reproductive spores that can invade other wood. These spores are so widely spread by wind, insects and other means that they can be found on most exposed surfaces. As a result, all wood structures are subject to fungal attack when moisture and other requirements conducive to fungal growth are present.
- **Decay Fungi** - Decay in timber bridges is normally caused by decay fungi. these fungi are grouped into three broad classes based on the manner in which they attack wood and the appearance of the decayed material. The three types of decay fungi are brown rot fungi, white rot fungi and soft rot fungi.
  - **Brown Rot Fungi** - gives decayed wood a brownish color. Of the three types of decay, brown rots are among the most serious because of their pattern of attack. Strength losses in wood may extend a substantial distance from locations where the decay can be visibly detected.
  - **White Rot Fungi** - produces decay that resembles normal wood in appearance, but may be whitish or light tan in color with dark streaks. In advanced stages of decay, infected wood has a distinctively soft texture and individual fibers can be peeled from the wood.
  - **Soft Rot Fungi** - are a more recently recognized group that generally confine their attack to the outer wood shell. They typically attack wood subjected to continuous wetting or changing moisture conditions, and may occur in low-oxygen environments.

## 8. TIMBER INSPECTION



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Examples of decay fruiting bodies: *Upper*, soft, fleshy, shelf-like forms; *lower*, resupinate forms.

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## **TIMBER INSPECTION**

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### **Marine Borers**

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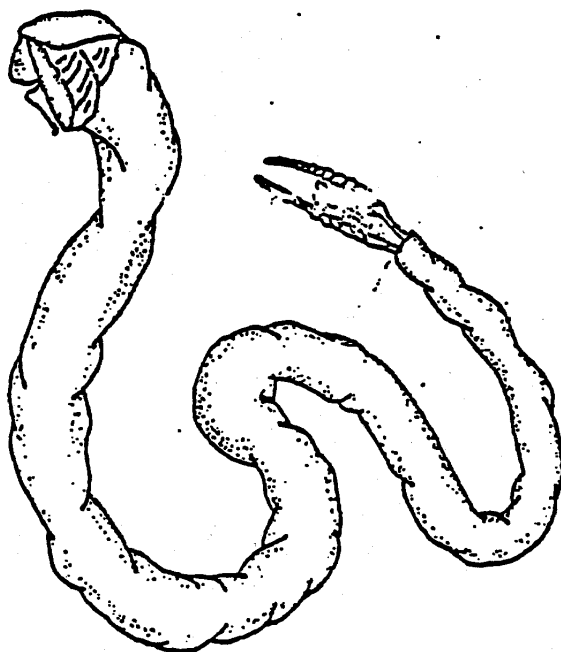
**History** - the shipworm's place in history is secure. It was the scourge of the Romans with their galleys, of the seagoing Greeks and Phoenicians, of the explorers of the New World. In the 1700's it riddled the dikes that the Dutch had built to keep out the sea; by so doing it threatened the very life of Holland. (As an academic by-product, the first extensive studies of the shipworm were made by Dutch scientists, to whom knowledge of its biology had become a matter of life and death. Snellius, in 1733, pointed out for the first time that this animal is a clam like mollusk, not a worm.) About 1917 the shipworm invaded the harbor of San Francisco. Before its inroads were even suspected, ferry slips had begun to collapse and wharves and loaded freight cars fell into the harbor. During the Second World War, especially in all tropical waters, the shipworm was an unseen but powerful enemy.

**Description** - for centuries the terms "shipworm" and "pileworm" have been applied to various marine boring organisms, especially *Teredo*, which have been observed boring into wood submerged in salt water. The general term "marine borer" is used to designate any of the several hundred species of marine invertebrates which bore into timber, low-grade concrete, soft stone, or other non-metallic materials in salt water. There are two divisions of these destructive organisms, the Molluscan group and the Crustacean group. Their methods of attack on timber are somewhat different. Individuals of the Molluscan group enter the timber through minute holes, and destroy the interior of the timber. The attack of these borers can be discerned by careful inspection of the timber surface or by cutting the timber. The Crustacean group destroy the outside of the timber. The attack of this group is easily recognized and may be measured by surface inspection. The rate of destruction by the Molluscs is several times more rapid than that by the Crustaceans.

## **TIMBER INSPECTION**

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**Molluscan Borers** - consist of the Teredo and Pholads, which have different physical characteristics. The Teredo, illustrated in Figure 1, is commonly called a shipworm.



### **TEREDO**

Diagrammatic drawing of an entire Teredo  
showing relative position of shells and  
siphon (lateral view)

(Clench & Turner, 1946)

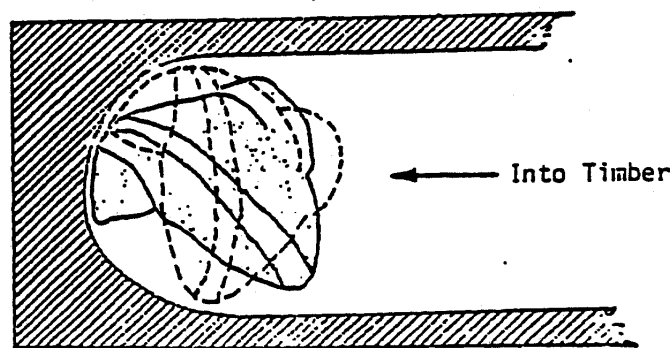


## TIMBER INSPECTION

it has a grayish, slimy, worm-like body and a shell on its head which is used for boring.

The burrow is lined with a smooth nacreous lining. The size of the mature individual of the common species ranges from  $\frac{3}{8}$  inch in diameter and 5 or 6 inches in length, to 1 inch in diameter and 4 to 5 feet long. Individuals of this specie have been discovered in some of the Pacific Islands in sizes more than 3 inches in diameter and 3.5 feet in length. In areas of heavy attach, an untreated pile may be totally destroyed, in so far as its bearing capacity is concerned, in 6 to 8 months. Animals of the Teredo group have been found only in salt or brackish water of harbors in continental North America, but have been found in fresh water in other parts of the world.

The female of the common shipworm retains the young in her burrow until they have attained the larval stage. Then they are launched into the sea - each a tiny being enclosed in two protective shells, looking like any other young bivalve. If it encounters wood when it has reached the threshold of adulthood, all goes well. It puts out a slender byssus thread as an anchor, a foot develops, and the shells become modified into efficient cutting tools, four rows of sharp ridges appear on their outer surfaces. The burrowing begins. With a powerful muscle, the animal scrapes the ridged shell against the wood revolving meanwhile so that a smooth, cylindrical burrow is cut.



Diagrammatic drawing of Teredo shell in the burrow, to show two positions in boring (lateral view)

## **TIMBER INSPECTION**

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As the burrow is extended, usually with the grain of the wood, the body of the shipworm grows. One end remains attached to the wall near the tiny point of entrance. This bears the siphons through which contact with the sea is maintained. The penetrating end carries the small shells. Between stretches a body that is thin as a lead pencil, but may reach a length of eighteen inches. Although a timber may be infested with hundreds of larvae, the burrows of the shipworms never interfere with each other. If an animal finds itself coming close to another burrow, it invariably turns aside. As it bores, it passes the loosened fragments of wood through its digestive tract.

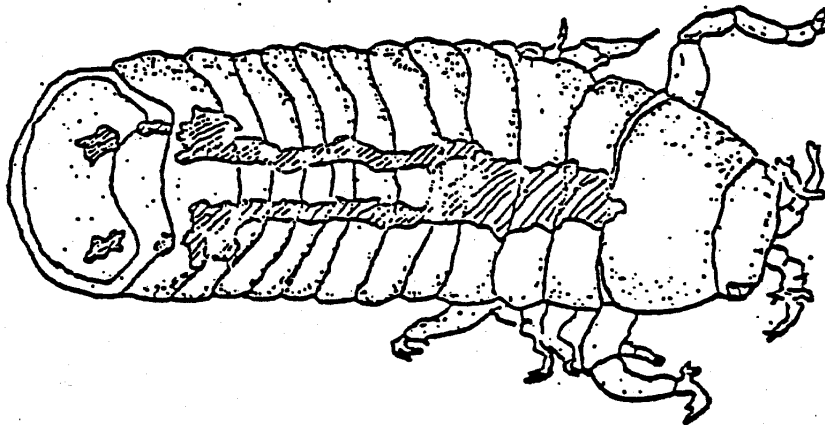
The Pholads also use their shells for boring, but their bodies are enclosed by the shells and there is no lining in the burrow. Some species of this group bore in concrete as well as in soft rock and mud. They make entrance holes somewhat larger than those made by Teredo, but the holes are still small and hard to find by surface inspection. Species of this group are found in all parts of the world, but in general, are fewer in number than the Teredo and are responsible for much less damage, even though their attack is more difficult to prevent.

## **TIMBER INSPECTION**

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**Crustacean Borers** - the three important ones are: *Limnoria*, *Sphaeroma*, and *Chelura*.

*Limnoria* - the most widely distributed of the group, is illustrated in Figure 2.



### **LIMNORIA**

Dorsal View (After Hoek, 1893)

Note: Drawing magnified approximately 30 times. Body length averages only 1/8" t 1/4".

## **TIMBER INSPECTION**

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In appearance it resembles the wood louse. It has a body from 1/8 to 1/4 inch in length, and a width of about 1/3 the length. The mouth of the Limnoria contains a pair of strong, horny-tipped mandibles with which the boring is done. Its body has seven pairs of legs ending in sharp, hooked claws so that it can move freely and cling to timber. It uses its gill plates for swimming. Limnoria destroy timber by gnawing interlacing branching burrows on the surface or to a depth seldom exceeding 3/4 inch. As many as 400 individuals per square inch have been counted on timber under heavy attack. The points of greatest concentration are found near the mud line and mean tide level, but they may be either distributed uniformly or concentrated anywhere between these limits. They are found in tidal waters from the Arctic Circle to the Tropics.

**Sphaeroma** - are very much like Limnoria in appearance except that they are generally larger, a large specimen being 1/2 inch in length and 1/4 inch in width. Sphaeroma are widely distributed geographically but are not as noted for destruction of timber as are the Limnoria.

**Chelura** - are slightly larger than the Limnoria and are found in the same localities. When present in great numbers, they seem to drive out the Limnoria. The body at the joints, the antennae and the legs are heavily feathered with long hairs. This borer is destructive in European waters and in many Pacific Island harbors. It had not been found in important numbers on the continental United States until 1935, when it appeared in enormous numbers in Boston and several other New England harbors. Until recently Chelura had been considered as destructive as the Limnoria, however recent studies seem to indicate that this specie has been greatly overrated in its destructive ability, possibly because Chelura are frequently discovered occupying abandoned Limnoria burrows.

## TIMBER INSPECTION

### DAMAGE

The area of attack - of the marine borer generally extends from the mud line to the high water line, as shown in Figure 3. In the past it was thought that Limnoria (Crustacean Group) showed greatest attack at the water line and Teredo (Molluscan Group) at the mud line. However, experiments have shown that this is not necessarily the case. In some localities Teredo or Limnoria may show a particular are of concentration relative to the water line of the pile, however, the point of attack on a pile in another locality may be different.

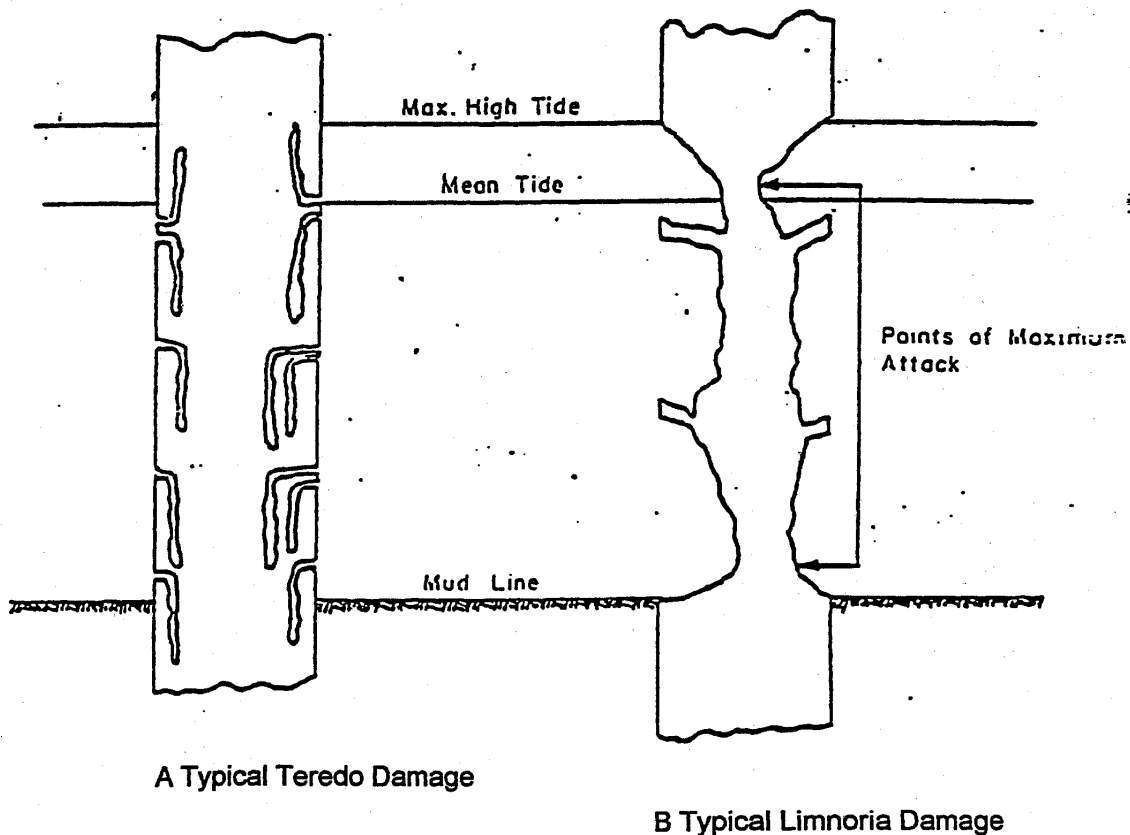


FIGURE 3 - TYPICAL PILE DAMAGE BY MARINE BORERS

## TIMBER INSPECTION

**Vermin** - consists of several species of termites, beetles, ants, bees, wasps and marine borers.

- **Termites** - that attack wood are separated into five families, three of which are found within the continental United States. The species most associated with wood damage are the subterranean, dampwood and drywood termites.
- **Beetles** - represent the largest order of insects and contain nine families that cause substantial damage to wood. Many beetles in these families attack only living trees or freshly cut timber, but their damage may be encountered during inspection and can be confused with active deterioration.
- **Ants, Bees and Wasps** - are included in the insect order that can attack wood. The most common insects in this group are the carpenter ants and carpenter bees. These insects will attack wood that is in service. (treated)
- **Marine Borers** - When timber substructures are located in salt or brackish waters, severe damage may occur from attack by marine borers. The marine borers that cause wood damage in the United States are classified into three groups based upon their pattern of wood attack. They are as follows: Pholads, Shipworms (Terredo) and Limnoria (Gribbles).
  - **Pholads** - are clamlike mollusks that burrow into wood and filter food from the surrounding water. As pholads burrow into wood, the surface eventually weakens and tends to break away under wave action. Eventually, the wood area decreases to the point where it fails.
  - **Shipworms (Terredo)** - are long, wormlike mollusks that cause interior damage to wood while leaving only a small hole on the surface as evidence of their attack. As shipworms become established in wood two hard clamlike shells near the tops of their heads begin to rasp away at the wood, leaving tunnels with a characteristic white coating.

## TIMBER INSPECTION

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■ **Limnoria (Gribbles)** - are mobile crustaceans that differ from Shipworms and Pholads in their ability to move from one piece of wood to another during their life cycle. Limnoria damage wood by burrowing small-diameter tunnels near the wood surface. Although the damage is minimal, continued removal of the weakened wood by wave action exposes new wood to attack. Eventually, the member area is reduced to the point where the structure fails or must be replaced. A classic sign of Limnoria attack is the hour-glass shape that severely attacked piling takes about the tidal zone.

**Water** - When water enters wood, the microstructure swells until the saturation point is reached. At this point free water collects in the wood cell cavities. Repeated wetting and drying or continuous exposure to moisture can result in leaching of the natural toxic hardwood extractives and some preservatives reducing decay resistance.

**Weathering (Sunlight)** - Some of the most visible wood deterioration results from the action of the Ultraviolet portion of sunlight which chemically degrades the fibers near the wood surface. Ultraviolet degradation causes light wood to darken and dark wood to lighten but this damage penetrates only a short distance below the surface. The damaged wood is slightly weaker, but the shallow depth of the damage has little influence on strength.

**Mechanical Damage** - is probably the most significant physical agent of timber bridge deterioration. Most commonly, mechanical damage is from vehicle abrasion. Most severe mechanical damage may be caused by long term exposure to vehicle overloads, foundation settlements and debris or ice flows in stream channels.

- Four essential conditions required for decay.
- Deprive the fungus of any one and decay will stop.

### **Sufficient Oxygen**

Decay fungi cannot survive without some free oxygen.

### **Favorable Temperature**

- 50°F to 90°F optimum
- Ceases below 35°F and above 100°F

### **Adequate Food**

Wood is the food supply. The food requirement can be controlled and decay prevented by poisoning the wood with a wood preservative.

### **Available Water**

Dry wood will not decay.  
Wood maintained below a moisture content of about 25% will not decay.



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## **Wood Preservative Treatments**

### **Oil Preservatives**

Creosote

Pentachlorophenol

### **Waterborne Preservatives**

CCA, ACA, ACZA

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## Simple Methods for Detecting Internal Decay

### Sounding

- o Dull or hollow sound indicates possible decay

### Core and Bore Sampling

- o Increment borer
- o Plug cutter

### Drilling

### Probing

- o "Pick test"

### Moisture Meter

## Other Techniques for Detecting Internal Decay

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### Sound-Related Methods

- o Sonic-pol-tech
- o Ultrasonic-portable ultrasonic rot locator (PURL)

### Electrical

- o Shigometer or Condiometer—  
—electrical resistance

### Radiation

- o X-ray-portable equipment available
- o Gamma ray-battery powered  
mobile units

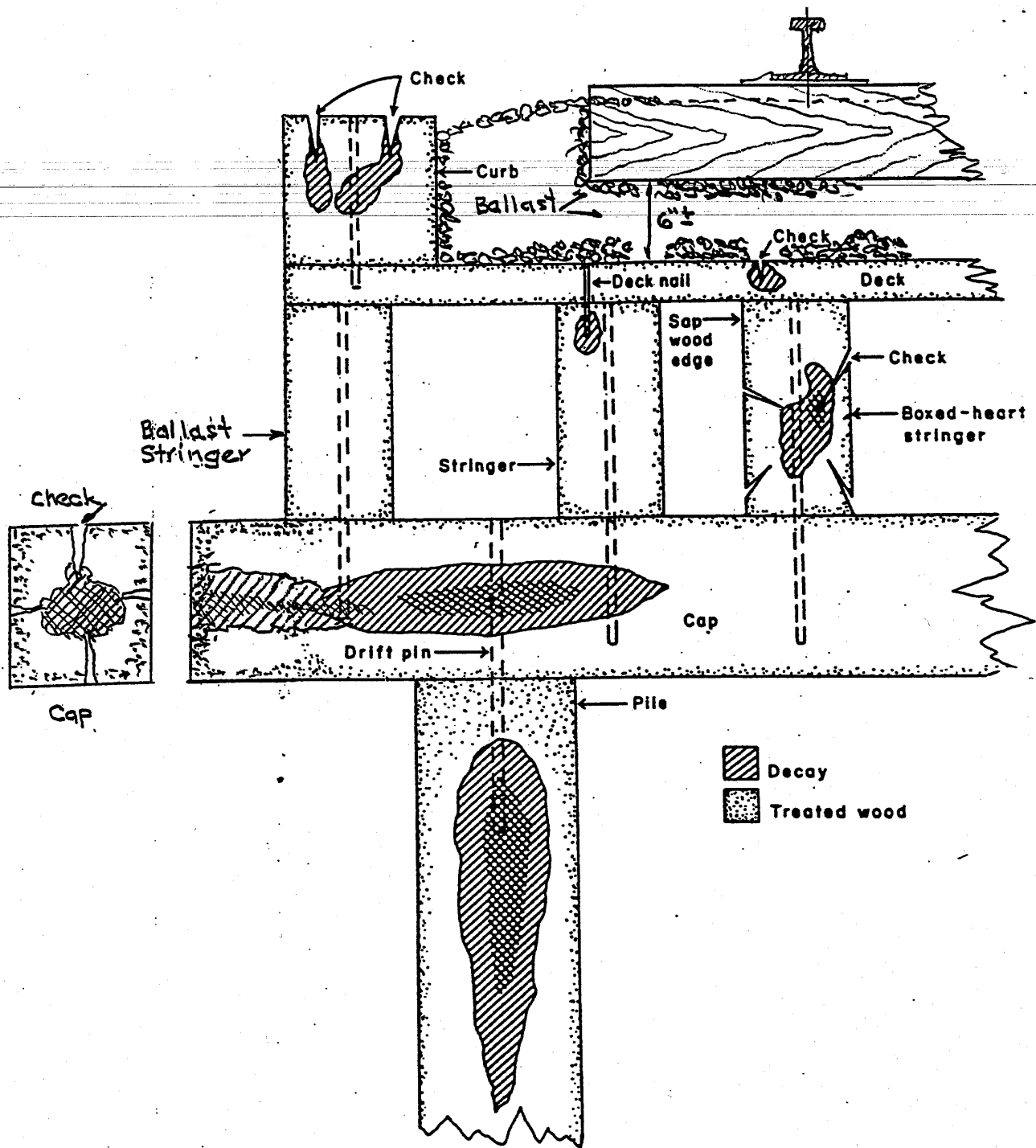
### Biological, Biochemical and Chemical

- o Isolation and microscopic
- o Color indicators—based on pH  
changes

## MYTHS....

## AND THE FACTS....

- |     |  |   |
|-----|--|---|
| (1) | "The bridge is old and should be replaced."                                    | Age, as such, means nothing.  |
| (2) | "The treatment is all bleached out and timber is badly checked. It looks bad." | Don't condemn a bridge before boring.   |
| (3) | "Caps always crush before getting dangerous."                                  | Don't count on it. Dangerous caps can be found only by boring.  |
| (4) | "It sounds bad and should be replaced."  | Bore it first.  |
| (5) | "That's old heart pine and we never have trouble with that."                   | Don't count on it.  |
| (6) | "We don't have any decay below ground."  | Excavate a percentage of piles at least 2 ft and be sure.   |
| (7) | "These piles remain in water all the time and we don't have a decay problem."  | Better check about 2 ft or 3 ft above the water—line where wick action ends and decay conditions are just about perfect internally. |
| (8) | "All of our bridges are treated and we don't have a decay problem."            | Remedial treatments common in treated bridges.  |
| (9) | "We do have some center rot but it doesn't affect the treated shell."          | Decay can and does take place in the treated area.  |



Problem areas of internal decay development in timber bridge members.

## TIMBER INSPECTION

TIMBER DETERIORATION CAUSES AND EFFECTS OF DETERIORATION IN TIMBER		
CAUSE		EFFECT
<b>Fire</b>		<b>Charring</b>
<b>Mechanical:</b>	<b>Excessive Loads</b>	<b>Fracture</b>
	<b>Abrasion</b>	<b>Loss of Surface</b>
	<b>Erosion by Rain</b>	<b>Loss of Surface</b>
	<b>Dust and sand</b>	<b>Loss of Surface</b>
<b>Water:</b>	<b>Flowing Water</b>	<b>Leaching of color &amp; Erosion of Surface</b>
	<b>Warming/Drying</b>	<b>Expansion/Contraction causing cracks</b>
<b>Sunlight:</b>		<b>Fading Color &amp; Embrittlement of Surface</b>
<b>Chemicals:</b>		<b>Discoloration / Complete Disintegration</b>
<b>Bacteria:</b>		<b>Superficial Discoloration</b>
<b>Fungi:</b>	(A) <b>Moist Conditions:</b>	<b>Superficial Discoloration</b>
	<b>Moulds</b>	
	<b>"Dry Rot"</b>	<b>Complete Disintegration (In Advanced States)</b>
	(B) <b>Wet Conditions:</b>	
	<b>Microscopic Rots</b>	
	<b>Visible "Wet Rots"</b>	
	<b>e.g., Cellar Fungus</b>	
<b>Marine Borers:</b>	<b>Teredo</b>	<b>Tunnels</b>
	<b>Limnoria</b>	<b>Tunnels (External)</b>
<b>Insects:</b>	<b>Termites (not UK)</b>	<b>Irregular Honeycombing/ Wide Channels</b>
	<b>Beetles</b>	<b>Tunnels and Exit Holes</b>

# **CRITICAL TIMBER INSPECTION DETAILS**

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## **5. TIMBER INSPECTION**

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### **E. CRITICAL INSPECTION DETAILS**

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**General** - Timber bridges may be divided into two general classes, namely trestles and trusses. Timber truss construction is generally no longer used for railroad bridges; however, there are overhead timber highway truss bridges in nearly every state. A trestle bridge usually consists of a number of pile bents. These bents may be of "one story" (15') construction or multi-story - having several layers of construction. In the construction of many very high bridges, piles are driven and capped at ground level and a frame bent built on top of the piles. In both cases it is necessary to provide bracing to reduce the unsupported length of piling. This prevents both longitudinal and lateral movement in the structure. When maintained either continuously dry or wet, timber structures may have a life expectancy of 20 to 50 years. Submerged piles of Roman origin have been found in good condition. Timber will have a shorter life if it is alternately wet or dry, especially if there are freezing and thawing cycles involved.

**Timber Outer Guard Rails** - are placed upon bridges for three reasons:

- **They Are Useful** - along with inner guard rails, in keeping the wheels of equipment on the bridge in case of a derailment
- **They Are Used** - to keep the bridge ties properly spaced
- **To Keep Ties Square** - to the bridge and prevent skewing

Guard rails, like bridge ties, become weathered, decayed and damaged by derailments and/or dragging equipment. Guard rails are usually renewed with a tie renewal or replaced as a result of a derailment.

When inspecting the trestle deck, look for the following serious condition:

- **Guard Rails** - are decayed or damaged so as to no longer be effective.



## **TIMBER INSPECTION**

**Deck Planking** - along with ballast curbs is used to support the ballast and track section on a ballasted deck timber bridge. The deck must fit tight with no voids which will permit the ballast to fall through. Unless the ballast over the bridge is kept clean allowing water to drain through, moisture will continually be present. This condition promotes dry rot (decay) and the growth of fungus at the bottom of the deck. The continual moist condition also leads to premature decay to the supporting stringers and caps.

When inspecting ballast deck trestles, look for the following serious condition:

- **Deterioration Of The Deck Planking** - which allows the ballast to drop through, resulting in a track surface condition.

**Stringers** - Timber stringers serve the same function as steel stringers in a steel bridge. Timber stringers carry the floor system or deck and transfer the loading to the caps and bents. Since the loading to the stringer presents both bending over the span length and compression over the pile caps, the stringer may fail in horizontal shear by splitting longitudinally and/or crushing over the cap. The inspector should look for horizontal cracks or grain separation over the length of the stringer and for signs of deformation or crushing over the caps. Where grain separation is present during the passage of a train, a mud-like substance will work from the crack. When this situation exists, the stringer loses about 50% of its strength. Care must be taken to properly identify the span number, stringer number, stringer size and number of stringers per rail when entering these defects on the inspection report.

When inspecting timber trestles, look for the following serious condition:

- Stringers** - that are broken, crushed, decayed or split to the point they can no longer carry the designed load.

## **TIMBER INSPECTION**

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### **Corbels and Elevation Blocks**

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**Corbels** - are used to provide more stringer bearing area over the cap. With the use of corbels, stringers may be butted together over the cap. Where corbels are not used, the stringers must lap over the cap to provide full bearing.

Care must be taken when inspecting structures having corbels to insure that all stringers bear equally on the corbels at the lap points and that the corbels are not cracked, crushed or split.

**Elevation Blocks** - are used when the bridge locates in a curve. these blocks may be placed under each individual tie or between the cap and stringers so as to elevate the entire stringer panel.

Elevation blocks must not be crushed, cracked or split, and must fit directly under the tie or over the cap. Since the elevation block is wedge shaped, if it is allowed to work out from under the tie or stringer, a difference in track elevation will exist creating a serious track surface problem.

When inspecting timber trestles, look for these serious conditions:

- **Corbels** - that are crushed, cracked or split to the point they are not adequately carrying load.
- **Elevation Blocks** - that are crushed, cracked, split or working out from under the ties so as to create a track surface problem.

### **CAPS AND SILLS**

**Caps** - transmit the load carried by the stringers to the piles or framed bent members. Caps, like stringers, are subject to compressive forces and may also fail in horizontal

## 8. TIMBER INSPECTION

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shear. Caps may fail by horizontal or vertical cracks, crushing and/or breaking due to unequal pile or framed post loads.

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**Sills** - are used to support framed members of a bent. Track loads, transferred to the cap by the stringer, are transferred to the sill by the framed posts. Sills may rest on mud blocks, concrete piers, pedestals or cut off piles. Sills are subject to the same compressive forces as caps and may fail by horizontal or vertical cracks, crushing, and/or breaking.

When inspecting timber bents, look for these serious conditions:

- **Cap** - is broken, crushed or cracked to the point it can no longer carry the designed load.
- **Sill** - is broken, crushed or cracked to the point it can no longer carry the designed load.

**Timber Bents** - Since all timber used in permanent bent construction with the exception of a few Greenheart Piles, is treated timber, this discussion will apply only to treated timber. While chemical treatment of timber is highly effective in preventing or retarding decay, the depth of penetration of the preservative will be dependant upon the species of wood being treated. Chemical penetration will rarely or never reach the center of the larger timbers and piles. As previously pointed out, for fungus decay to rapidly progress, moisture must be present. These two factors then explain why decay in treated timber is generally first evident in the heartwood around bolt or spike holes and at field cut ends of timbers or piles. At these locations moisture is more able to reach untreated wood and sustain the growth of fungi which cause decay. It also explains why the centers (heartwood) of timber piles, post, sills, mud sill, etc. tend to first decay at the ground or water line. This leaves a shell of treated wood, where the natural porosity of the wood together with checks and splits permits the intermittently present water and air to reach untreated heartwood in that area of the pile. All of the above is intended to point out the reasons for and possible location of serious decay which may not be evident without close

## **TIMBER INSPECTION**

inspection, including sounding and possibly test boring the members in those areas.

**Posts and Piles** - Round timber piles may be of any species of wood which will withstand driving and will support the loads imposed. Some common used species include cedar, cypress, douglas-fir, elm, hemlock, western larch, maple, oak, pine, and spruces. Timber piles are classified under three general divisions according to the use intended, as follows:

- **Class A** - Piles suitable for use in heavy railway bridges or other heavy framed construction. The minimum diameter of butt permits, in most cases, use of load bearing timber caps 14 inches in width.
- **Class B** - Piles suitable for use in docks, wharves, bridges, building or other foundations, and general construction. The minimum diameter of butt permits the use of load bearing timber caps 12 inches in width.
- **Class C** - Piles suitable for use in foundations which will always be completely submerged, for cofferdams, false work, or light construction.

Posts and piles are the major load bearing elements of a timber structure and by far the most expensive to repair or replace. It is essential that a careful inspection of these elements be made during the inspection cycle. Due primarily to the fact that there are usually more bridges than time, most timber bridge inspection is performed by a combination of visual observation and soundings.

Visual inspection is important, but unless it is followed by a physical inspection of questionable areas, it is likely that good timber may be marked for removal when other less costly remedial action such as "posting or stubbing", can be taken.

Hammer sounding is probably the oldest accepted method for inspecting timber piles,

## **TIMBER INSPECTION**

posts and parts of a timber bridge and is a vital part of locating suspect members.

However, unless the soundings are followed by borings and a more detailed study, good timber could be removed. Soundings can be misleading in instances where piles have been over-driven and the annual rings have become separated.

**METHODS FOR INSPECTING TIMBER PILES** - There are three very basic methods for inspecting the timber members of a bridge. They are:

**Sound** - Sound all timber possible: Caps, stringers, piles, posts, sills, mud blocks, bearing blocks, etc. Carefully inspect areas around drift pins, bolts and other hardware and especially at or slightly below the ground line.

**Boring** - Bore all timber where soundings indicate possible internal decay. Bore the first hole at the point that sounds the most suspicious, then bore another hole at 90 degrees to the first. If a shell of major proportions is found, several holes may be necessary. Always plug bore holes with a treated plug to prevent entrance of insects and further decay producing spores.

**Measure** - The shell thickness at each bore hole. Record the information including both the shell thickness and the void depth. Shell thickness indicator tools are available for this purpose.

The ground line area is the most prevalent location for decay and for a careful inspection of the pile. Usually, sounding will provide a clue and if a suspicious area is found, the pick end of the inspection hammer may be used to tear out the thin shell to reveal the inner decay. It may be necessary to dig around the pile for a more detailed inspection. This is especially important when pumping, lateral movement and/or swaying is evident with the passage of a train. Piles may appear solid above ground and be completely destroyed one foot below the surface. Piles located in salt or brackish water are susceptible to marine borers and must receive careful attention during inspection cycles.

## **TIMBER INSPECTION**

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When inspecting timber bents, look for the following serious conditions:

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- **Any Bent** - out of plumb or skewed
- **Pumping, Lateral Movement, etc.** - during the passage of a train
- **All Hardware** - for proper application and any improperly applied or missing parts
- **Any Pile or Post** - broken, crushed, decayed through 50% or more
- **Any Defect** - that renders a pile useless as a load carrying element of the bridge

**Bracing** - Is necessary for the stability of a timber structure. Although bracing members are secondary members, they are necessary for the total stability of the structure. A good bracing pattern prevents movement both laterally and longitudinally. As a result of many years of bridge construction, a general pattern for bracing has evolved resulting in a design that is both stable and practical. AREA accepted practice states that for all timber trestles up to 12 - 15 feet in height, only cross bracing is necessary. For trestles over this height, cross, sash and girt bracing at every bent and longitudinal bracing between every second bent must be applied.

Timber bracing is susceptible not only to decay, but to mechanical action at the bolt locations. This is due to vibration and movement with the passage of trains. As bracing becomes loose, damage will occur to other members of the structure, especially those with excessive unbraced length, etc. Girts not properly secured will permit the bent to get out of plumb and move longitudinally. Loose sash and cross bracing will allow the structure to sway and move laterally. While pile trestles depend upon anchorage of the piles in the ground for stability, framed trestles rest upon concrete piers, mud blocks, etc., and the bracing is essential for the total stability of the structure.

When inspecting timber bents, look for the following serious conditions:

## **TIMBER INSPECTION**

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- **Bracing** - broken, decayed or loose affecting the structural stability of the bridge.
- **Insufficient Bracing** - additional bracing must be applied

**Footwalks and Refuge Bays** - Walkways and refuge bays may become hazardous as a result of decay or missing planks, etc. Renewal of footwalks and refuge bays usually are made with tie renewals. Fastening devices and handrails must be inspected to insure they are properly secured.

When inspecting timber trestles, look for these serious conditions:

- **Walkways or Refuge Bays** - that constitute a safety hazard and require immediate repairs.

### **G. BEARING BLOCKS AND SHIMS**

**Bearing Blocks** - are used at the top of timber towers to make transition from a timber structure to a steel structure. Since these blocks are subject to compressive forces, failure will be due to decay or crushing.

**Timber Shims** - are used to provide good bearing between stringers and caps, caps and piles, and between steel spans and bearing blocks.

When inspecting timber trestles, look for the following serious conditions:

- **Bearing Blocks** - crushed or decayed - especially at the ends of steel spans.
- **Missing Shims** - allowing movement between caps and piles and between steel spans and bearing blocks

## **TIMBER INSPECTION**

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### **Mud Sills and Mud Blocking**

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**Mud Sills** - are laid upon rock or solid bearing soil and are placed in groups of three or four at right angles to the bridge alignment.

**Mud Blocking** - is placed at right angles to and upon the mud sills. The blocking is usually placed in groups of three or four directly under the framed bent sill and under each framed post.

When inspecting timber trestles, look for the following serious conditions:

- **Mud Sills** - Decayed allowing the sill to collapse or crush under the mud blocking.
- **Mud Blocking** - Decayed allowing the blocking to collapse under the framed sill causing the sill to crush or split under the framed bent posts.

**Timber Backwalls** - Deterioration of timber backwalls will permit the loss of ballast and/or the embankment. This may result in a dangerous track condition which can affect train operations. Backwalls are usually constructed of piles and timbers which are designed to hold the roadbed and embankment. Since this part of the structure does not carry load, it is usually overlooked when other repairs are made to the bridge.

When inspecting the trestle approach, look for this serious condition:

- **Backwall** - failed affecting safety of train operation

000100



MILEPOST \_\_\_\_\_ BRIDGE NO \_\_\_\_\_ LOCATION \_\_\_\_\_

PILE INSPECTION - PAGE \_\_\_\_\_ OF \_\_\_\_\_

NO SPANS \_\_\_\_\_ CROSSING \_\_\_\_\_

BENT NO

PILE LAYOUT

1.

2

3

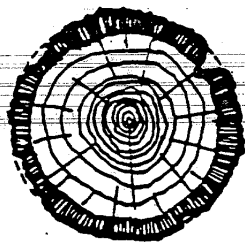
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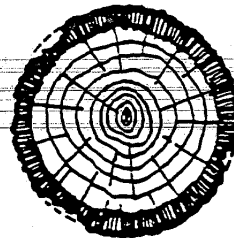
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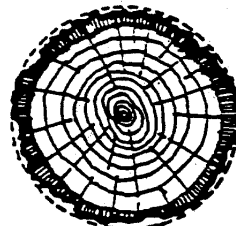
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MAXIMUM DAMAGE



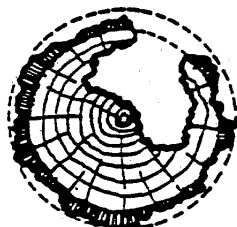
95-100 % REMAINING  
MINIMUM DAMAGE



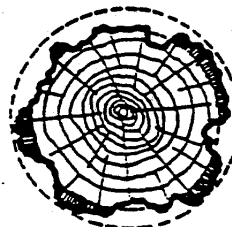
90-95 % REMAINING  
MAXIMUM DAMAGE



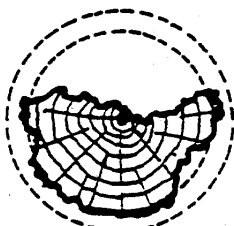
90-95 % REMAINING  
MINIMUM DAMAGE



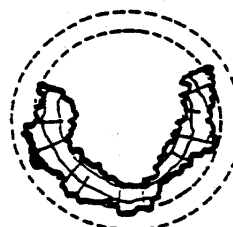
55-85 % REMAINING  
MAXIMUM DAMAGE



55-85 % REMAINING  
MINIMUM DAMAGE



25-50 % REMAINING



0-25 % REMAINING

CROSS SECTIONS SHOW PERCENT OF REMAINING AREA

DIAGRAMS OF PILE DAMAGE RATINGS

OSMOSE - MARINE DIVISION

000102

# **TIMBER INSPECTION TOOLS**

000103

## **TIMBER INSPECTION**

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### **A. SPECIAL TESTING/TOOLS**

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**Methods for Detecting Exterior Deterioration** - Exterior deterioration is the easiest to detect because it is often readily accessible to the inspector. The four methods or tools most commonly used include visual inspection, probing, the pick test, and the Pilodyn. The following are methods, tools and equipment for conducting inspection of timber bridges:

**Visual Inspection** - The simplest method for locating deterioration is visual inspection. The inspector observes the structure for signs of actual or potential deterioration, noting areas for further investigation.

**Probing** - Probing with a moderately pointed tool, such as an awl or knife, locates decay near the wood surface by revealing excessive softness or a lack of resistance to probe penetration. Although probing is a simple inspection method, experience is required to interpret results. Care must be taken to differentiate between decay and water-softened wood that may sound softer than dry wood.

**Pick Test** - The pick test is one of the simplest methods for detecting for detecting surface decay. A pointed pick, awl or screwdriver is driven a short distance into the wood and used to pry out a sliver. Sound wood splinters when broken across the grain. Decayed wood breaks across the grain or crumbles into small pieces.

**Pilodyn** - Like the pick test, the Pilodyn is also used to detect surface damage. The Pilodyn is a spring-loaded pin device that drives a hardened steel pin into the wood. The depth of pin penetration is used as a measure of the degree of decay.

**Sounding** - Sounding the wood surface by striking it with a hammer or other object is one of the oldest and most commonly used inspection methods for detecting deterioration. Based on the tonal quality of the sounds, an experienced inspector can

## **TIMBER INSPECTION**

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interpret dull or hollow sounds that may indicate the presence of large voids or decay.

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Sounding provides only a partial picture of the extent of decay present and will not detect wood in the intermediate stages of decay. When suspected decay is encountered, it must be verified by other methods such as boring or coring.

**Moisture Meters** - As wood decays, certain electrolytes are released from the wood structure and electrical properties of the material are altered. Several tools can be used for detecting decay by changes in electrical properties. One of the simpler tools is the resistance type moisture meter. This unit uses two metal probes (pins) driven into the wood to measure electrical resistance, and thus, moisture content.

**Shigometer** - The shigometer is a device compared to the moisture meter. It uses a pulse current to measure changes in electrical conductivity associated with decay. A small hole is drilled into the wood and a small twisted wire probe connected to a meter is inserted into the hole. As the probe encounters areas of decreased resistance, the meter reading drops. Several studies show that the Shigometer is a reasonable method for detecting decay if it is used under proper conditions by a trained operator.

**Drilling and Coring** - Drilling and coring are the most common methods for detecting internal deterioration in bridge members. Inspectors may find drilling best for initial inspection until some evidence of decay is found. When decay is detected,, coring may be preferred for defining the limits and providing extraction samples for further examination.

**Drilling** - Drilling is usually done with an electric/gasoline power drill or hand-crank drill equipped with a 3/8", 1/2" or 3/4" bit. Power drilling is faster, but hand drilling allows the inspector a better feel and may be better in finding pockets of decay. The inspector drills into the structure noting zones where the drilling becomes easier and observes the drill shavings for evidence of decay. All holes must be plugged with treated wood or plastic plugs.

000105

## **TIMBER INSPECTION**

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**Coring with Increment Borers** - Increment borers provide information as to the presence of decay pockets and other voids. Coring produces a solid wood core that can be examined for evidence of decay. The core can also be used to obtain an accurate measure of the depth of preservative penetration and retention.

**Shell Depth Indicator** - The shell depth indicator is a metal bar notched at the end and inscribed in inches. It is inserted into the inspection hole and pulled back along the hole sides. As it moves along the wood, the hook will catch on edges of voids. In this way, the inspector can note the depth of solid shell(s) which can be used to estimate residual wood strength.

**Sonic Evaluation** - Sophisticated sonic tests for evaluating wood condition have been developed in recent years. Several of these methods, including sonic wave velocity, acoustic emission and stress wave analysis have been investigated. The simplest of the sonic techniques uses an instrument to measure the velocity changes of a sound wave moving across the wood. Several sonic methods are nearing commercialization and offer a significant advancement in decay detection capabilities; however, where defects are detected, other methods must still be used to determine the cause.

**X-Rays and Tomography Scanners** - X-rays were once commonly used for detecting internal voids in wood. As the x-rays passed through the wood, the presence of knots or other defects alters the density of the resulting radiograph. The high cost of equipment, along with the safety factors associated with the use of radiation and the need for expert interpretation of results have largely eliminated its use in wood. Despite these problems, x-rays are useful for detecting insect and marine borer infestations in woods.

000106

# **TIMBER BRIDGE DETAILS**

000107

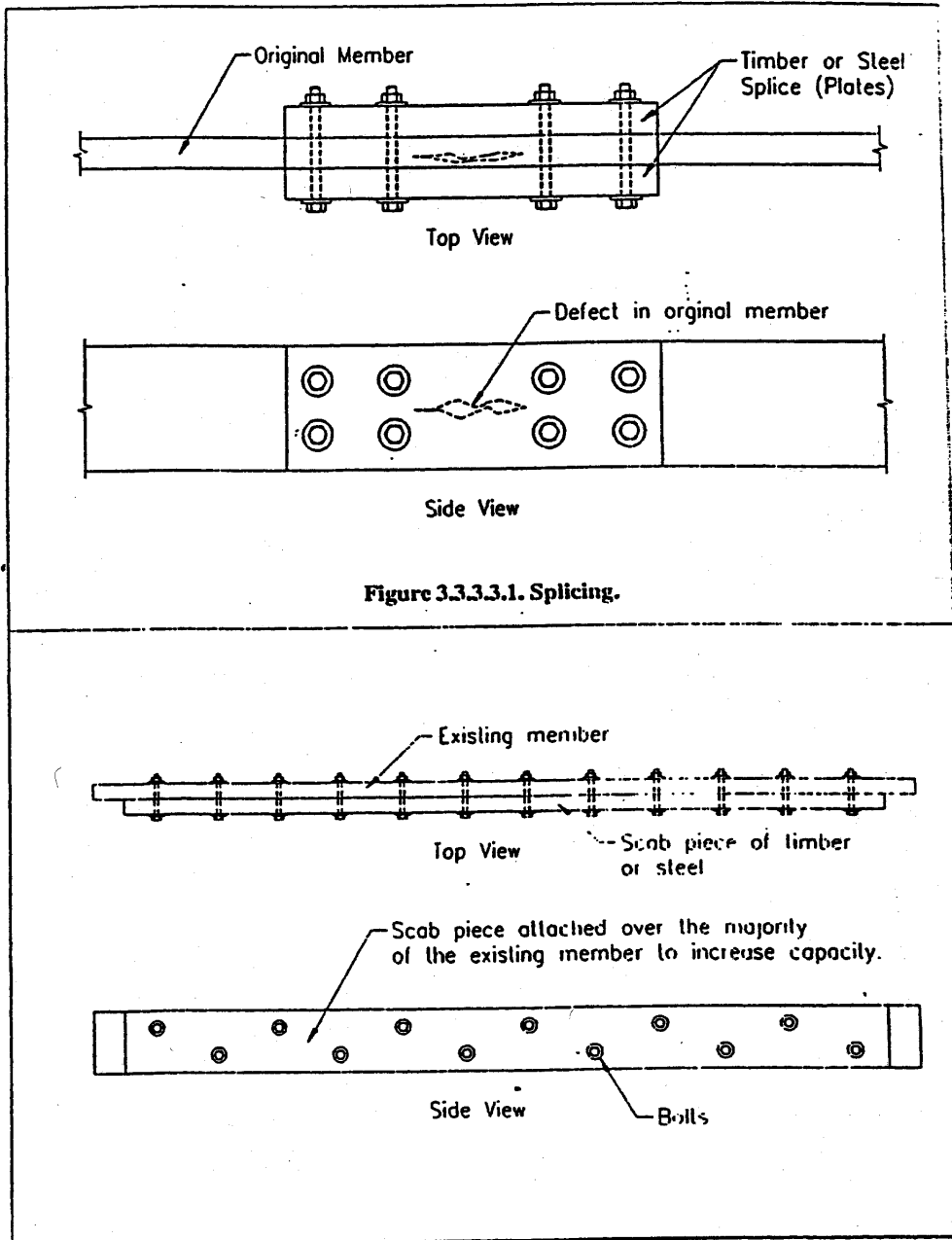


Figure 3.3.3.1. Splicing.

Figure 3.3.3.2. Scabbing.

000108



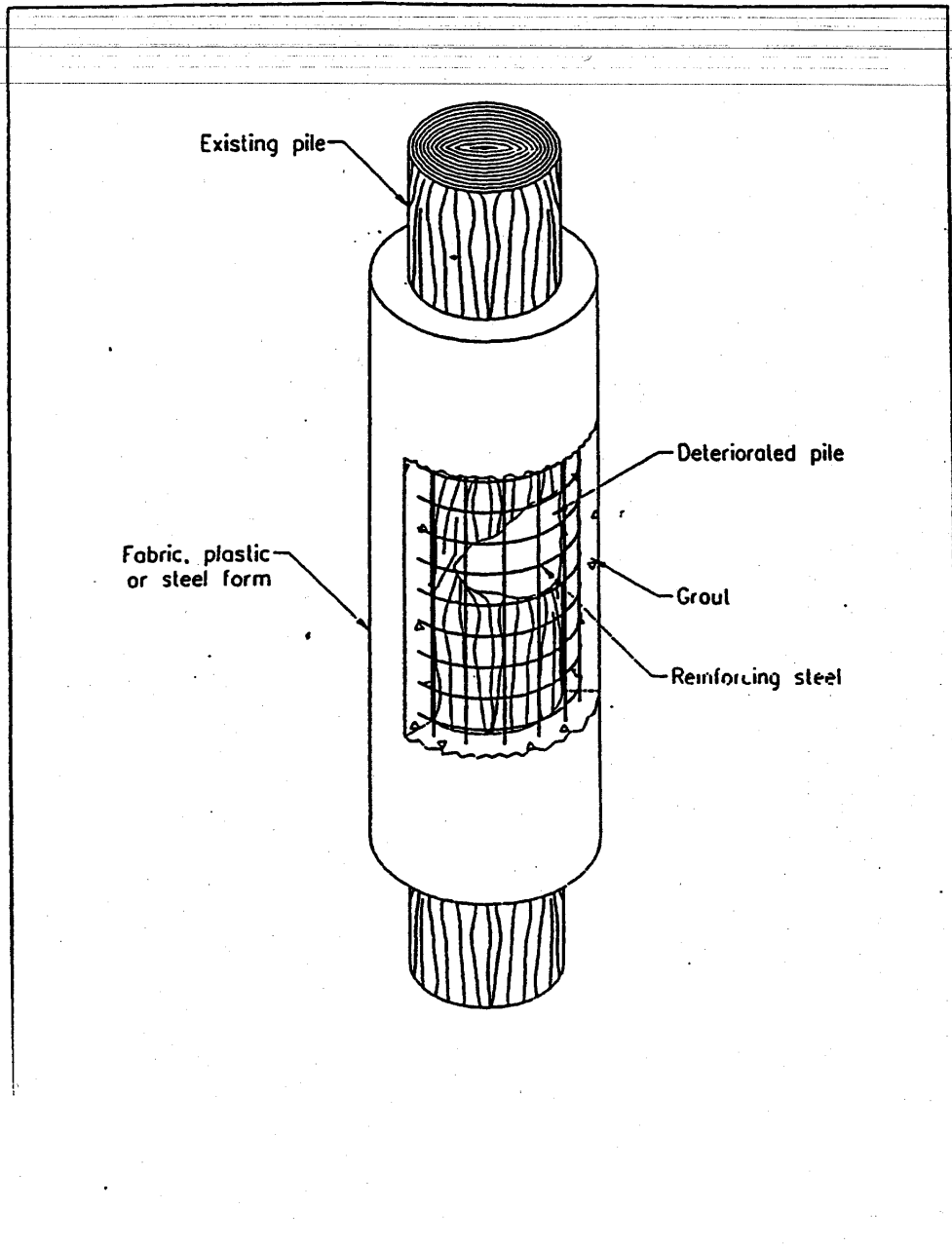


Figure 3.3.3.3. Pile restoration using cast in place reinforced concrete jacket.

000109

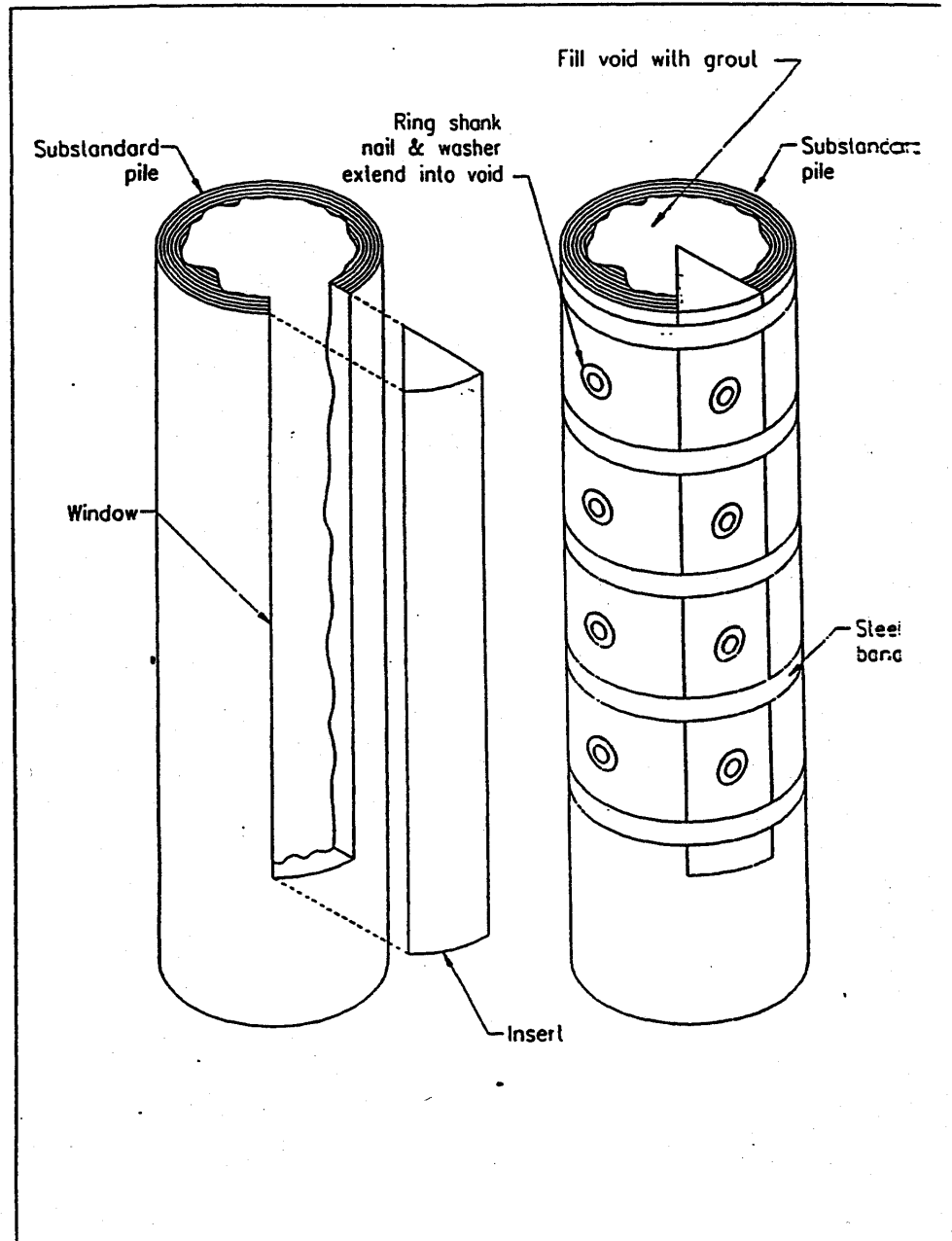


Figure 3.3.3.3.4. Filling voids with grout.

000110

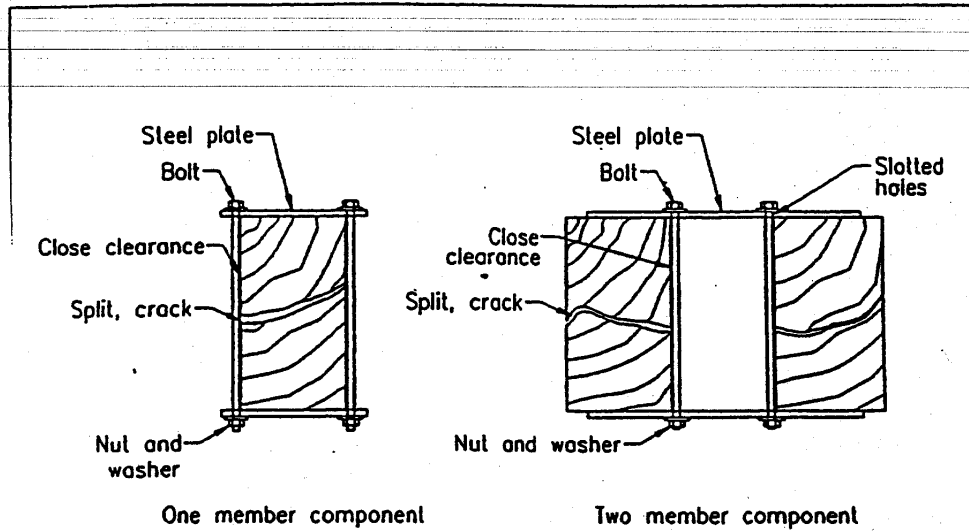


Figure 3.3.3.5A. Clamping.

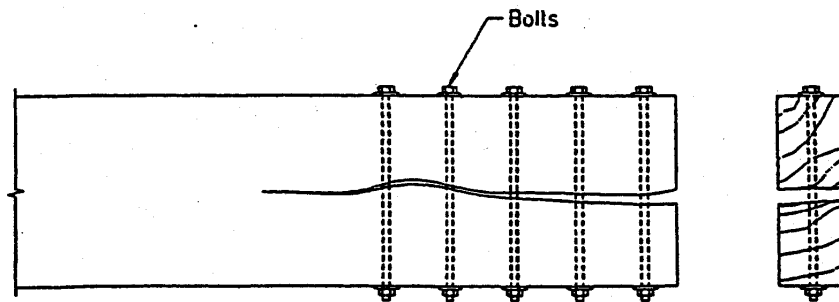


Figure 3.3.3.5B. Stitching.

000111

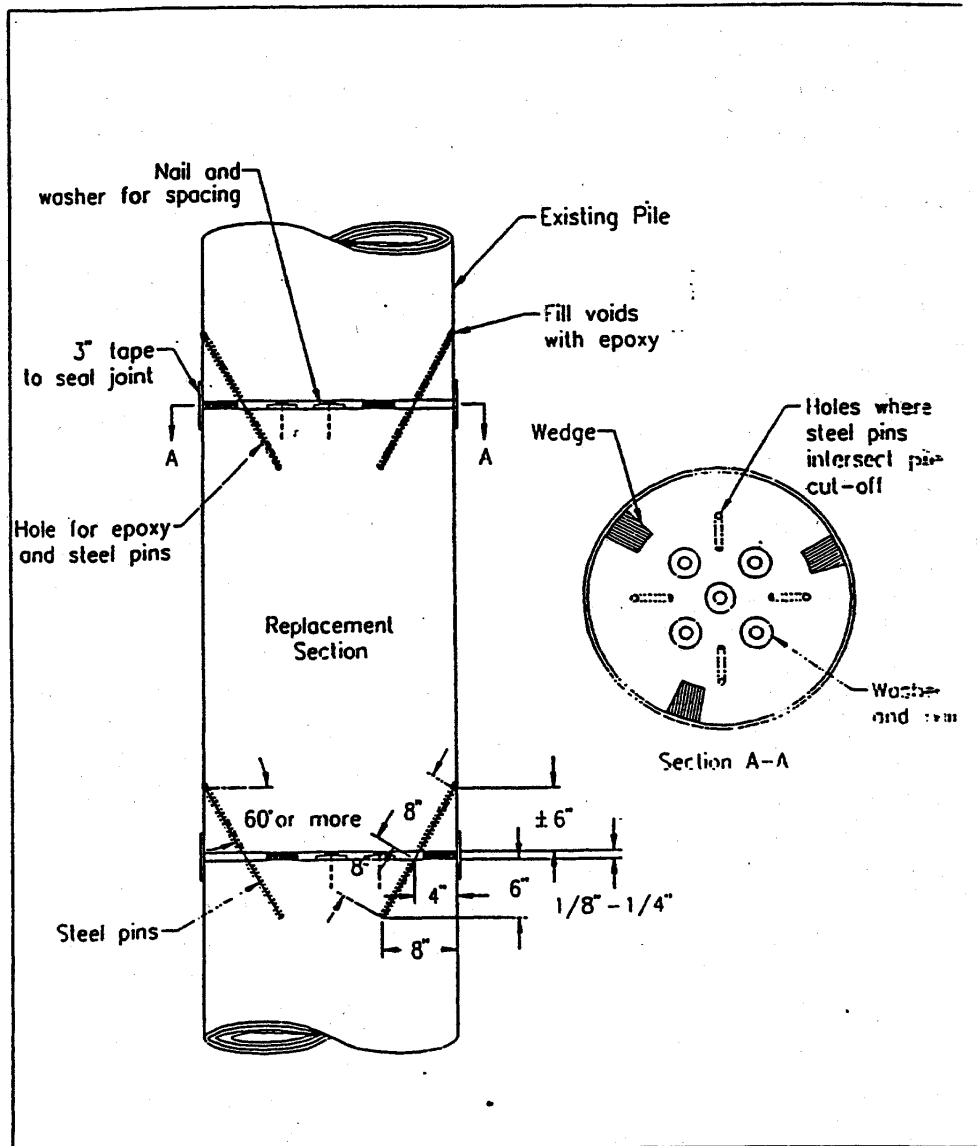
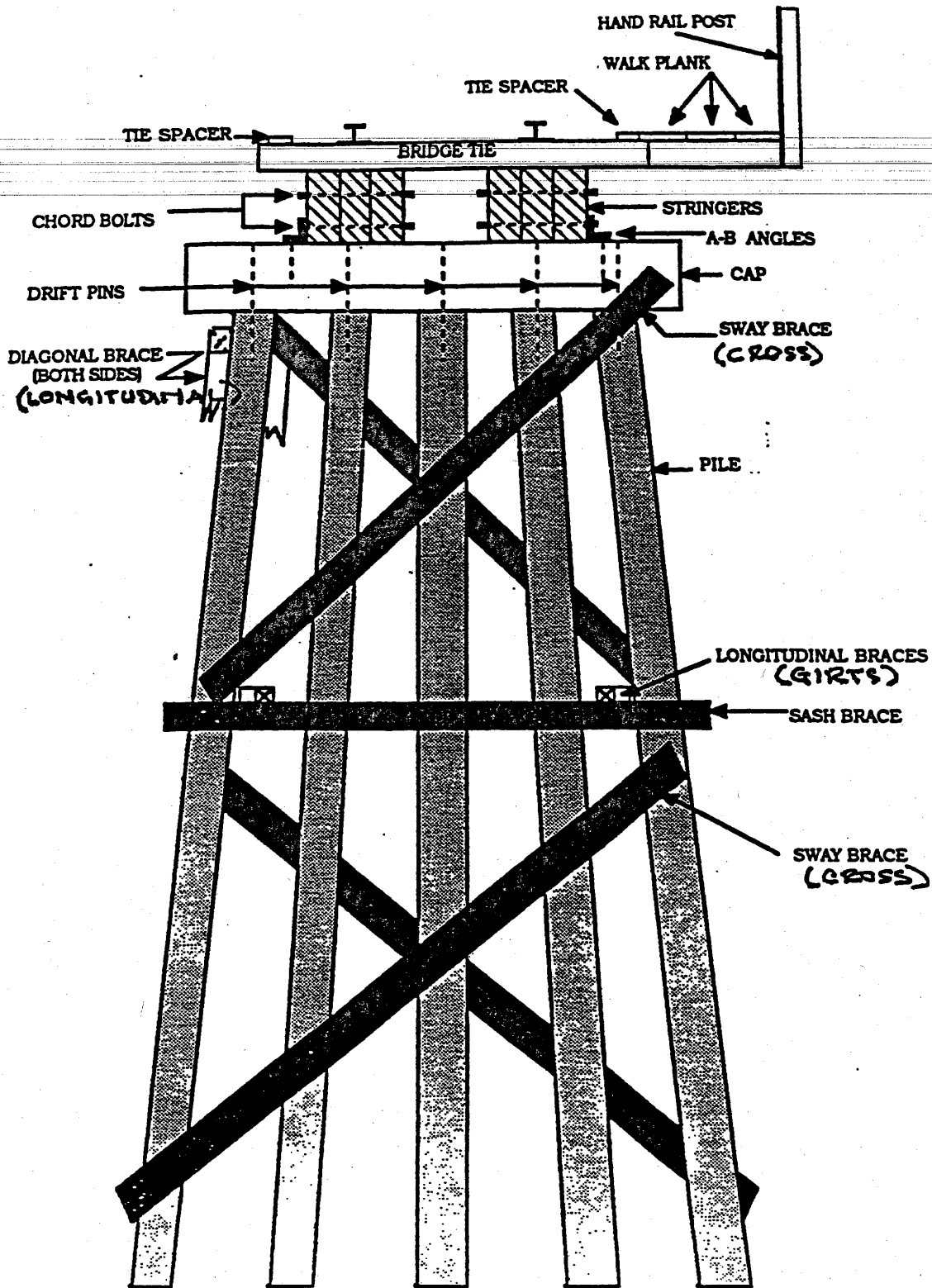


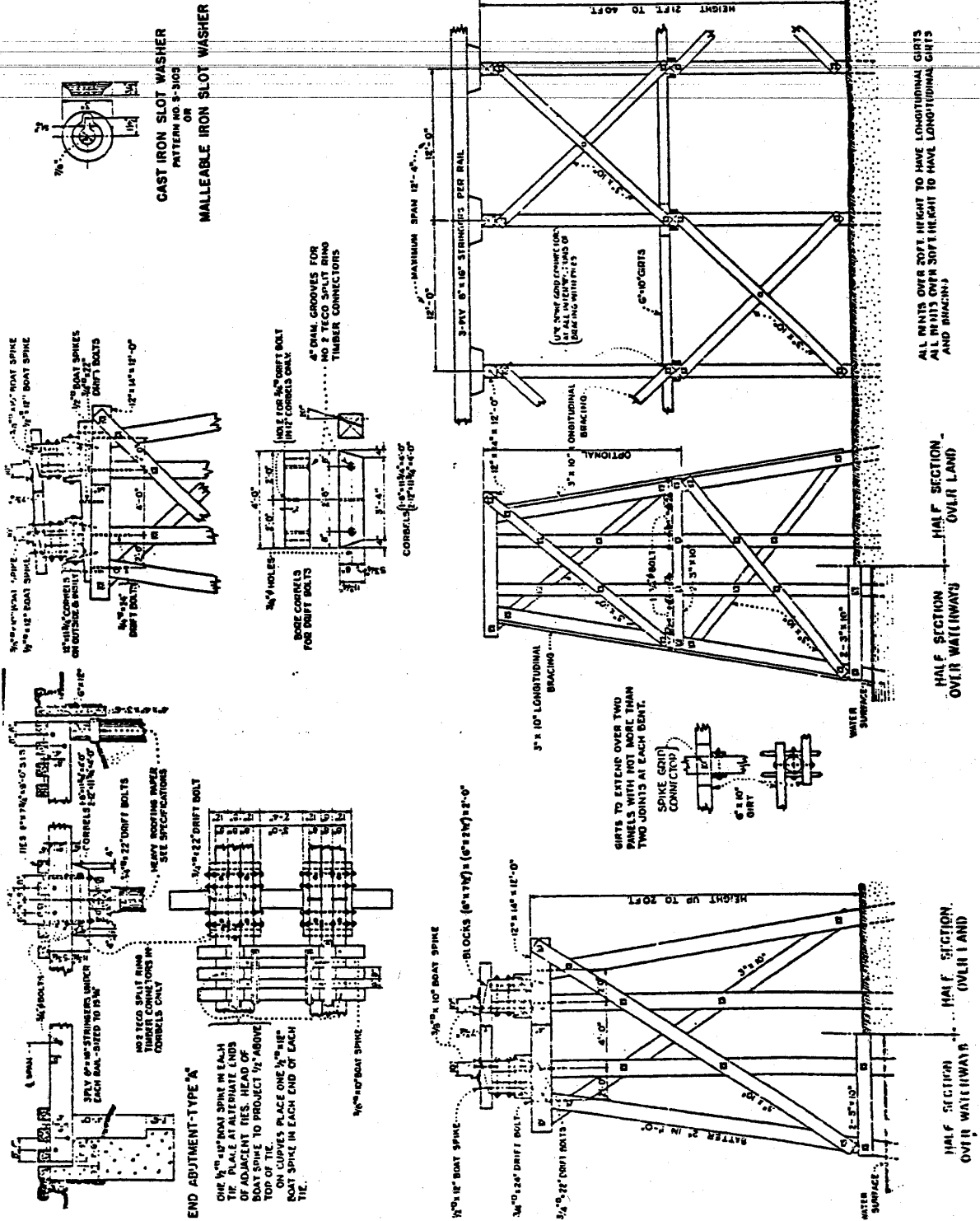
Figure 3.3.3.3.6. Schematic diagram of pile posting.

000112



**TIMBER BENT** 000113

## PILE TRETTLE WITH CORBELS



### 3.4 <sup>1</sup>TYPICAL PLANS FOR TIMBER RAILWAY BRIDGES

(a) Plans for open-deck pile and framed trestles, multiple-story trestles, and ballasted deck pile and framed trestles.

Recommended Practice (Plans) for:		Page
	General Notes	7-3-14
Fig. 3.4.1	Floor Plan for Open-Deck Trestle	7-3-15
Fig. 3.4.2	Floor Plan for Ballasted Deck Trestles	7-3-16
Fig. 3.4.3	Bulkheads and Miscellaneous Details	7-3-17
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Fig. 3.4.6	Bent Details for Ballasted Deck Pile Trestles	7-3-20
Fig. 3.4.7	Longitudinal Bracing	7-3-21
Fig. 3.4.8	Details of Footings for Framed Bents	7-3-22
Fig. 3.4.9	Multiple-Story Trestle Bents	7-3-23
Fig. 3.4.10	Multiple-Story Trestle Bents	7-2-24
Fig. 3.4.11	Walkway Handrail—Open-Deck Trestles (to be used where required)	7-3-25
Fig. 3.4.12	Water Barrel and Refuge Platform—Open-Deck Trestles (to be used where required)	7-3-26
Fig. 3.4.13	Track Car Platforms—Open-Deck Trestles (to be used where required)	7-3-27
Fig. 3.4.14	Walk and Handrail—Ballasted-Deck Trestles (to be used where required)	7-3-28
Fig. 3.4.15	Water Barrel and Refuge Platform—Ballasted-Deck Trestles (to be used where required)	7-3-29
Fig. 3.4.16	Track Car Platform—Ballasted-Deck Trestles (to be used where required)	7-3-30
Fig. 3.4.17	Creosoted Timber Pile Piers for Long Spans, E60 Loading. Pier for 150-ft. and 80-ft. Spans	7-3-31
Fig. 3.4.18	Creosoted Timber Pile Piers for Long Spans, E60 Loading. Pier for 150-ft. Span and Trestle Approach	7-3-32

<sup>1</sup>References, Vol. 23, 1922, pp. 709, 1148; Vol. 24, 1923, pp. 773, 1196; Vol. 37, 1936, pp. 667, 704, 1036, 1038; Vol. 38, 1937, pp. 183, 624; Vol. 45, 1944, pp. 203, 596; Vol. 49, 1948, pp. 272, 672; Vol. 60, 1959, pp. 556, 1081; Vol. 63, 1962, pp. 455, 684; Vol. 89, 1988, p. 106.

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**GENERAL NOTES**

For various combinations of loading, panel lengths, number and size of stringers, number of piles and permissible working stresses, see Part 2, this chapter.

All lumber and piles should be pressure treated in accordance with AREA Chapter 3.

All lumber should be framed and bored before treatment wherever possible.

Holes should be bored the same diameter as the bolt and 1/8 in. less than the nominal diameter of drive spikes.

Lumber cut after treatment should be painted with three coats of hot creosote oil.

Holes bored after treating should be treated with hot creosote oil applied with a pressure-bolt hole treater.

Each bolt should have a square head, suitable type lock nut and 2 OG washers, with a double-coil spring when shown on the plans.

Trestles on curves should be built to follow the curve. Bents should be placed on radial lines and spaced to maintain standard panel lengths under the outside stringer.

Crushed-rock ballast should be hard, durable stone and should conform to size No. 4 of the National Bureau of Standards.

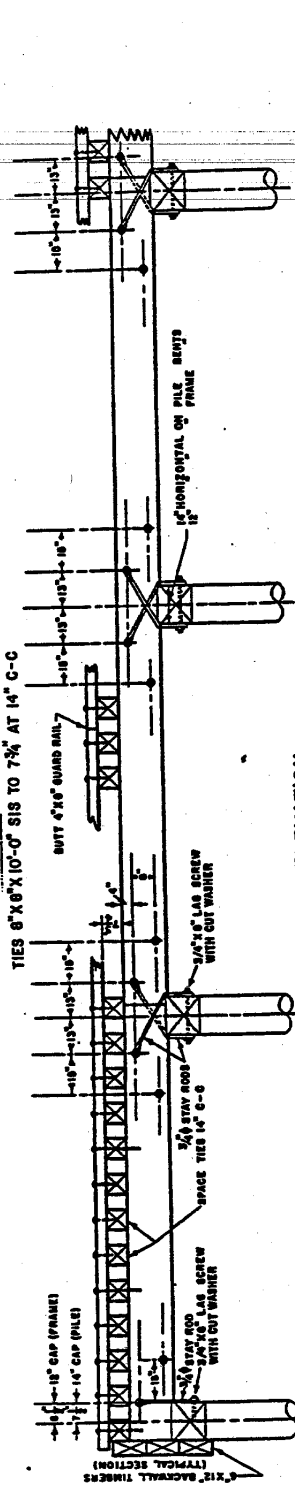
For use of protective coating for hardware see Part 1.2—Specifications of Fastenings for Timber Trestles, this chapter.

For use of inner guard rails see Part 3.6, this chapter.



# LAP CHORD STRINGERS

TIES 9"x6"x10'-0" SIS TO 7/4" AT 14" C-C



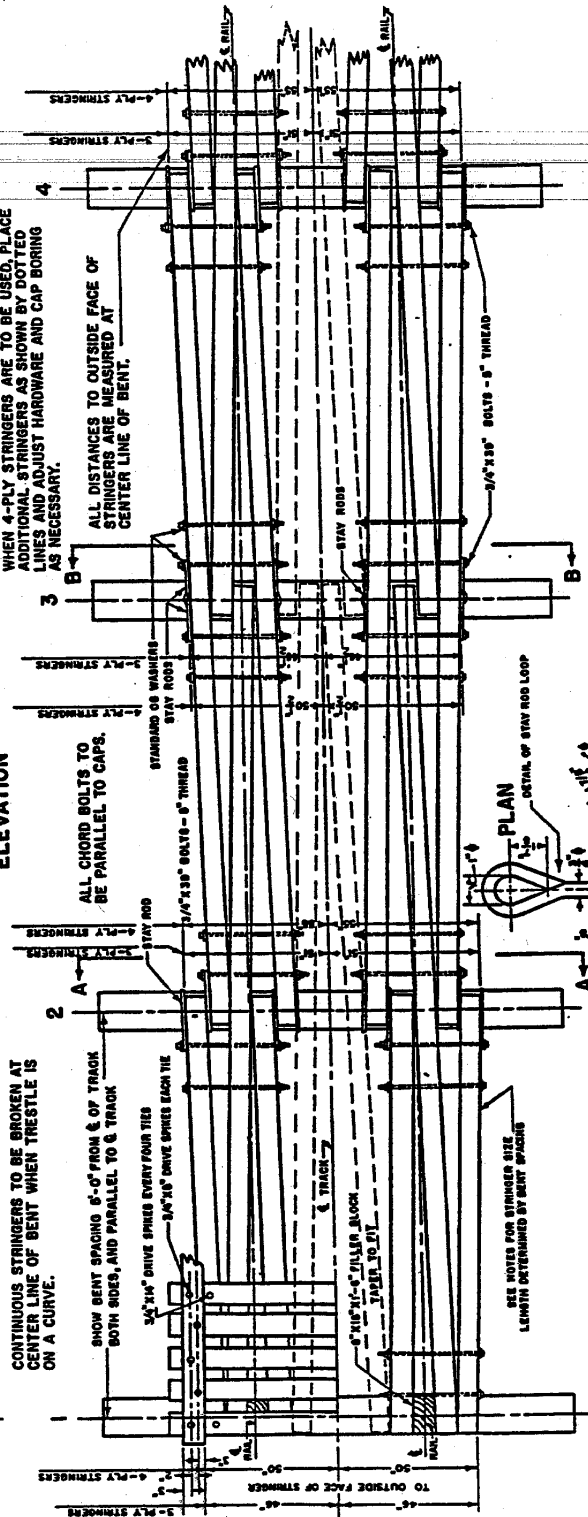
## ELEVATION

CONTINUOUS STRINGERS TO BE BROKEN AT CENTER LINE OF BENT WHEN TRESTLE IS ON A CURVE.

ALL CHORD BOLTS TO BE PARALLEL TO CAPS.

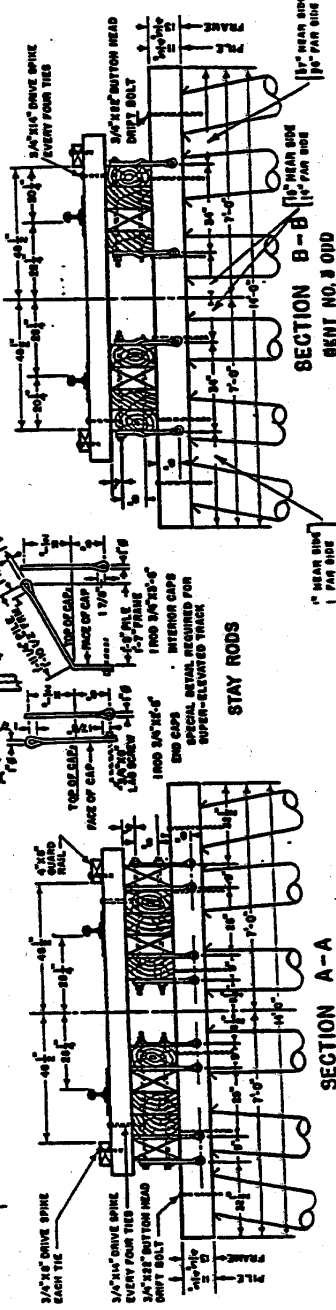
WHEN 4-PLY STRINGERS ARE TO BE USED, PLACE ADDITIONAL STRINGERS AS SHOWN BY DOTTED LINES AND ADJUST HARDWARE AND CAP BORING AS NECESSARY.

ALL DISTANCES TO OUTSIDE FACE OF STRINGERS ARE MEASURED AT CENTER LINE OF BENT.



## PLAN

SEE NOTES FOR STRINGER SIZE LENGTH DETERMINED BY BENT SPACING

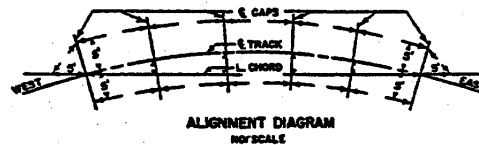
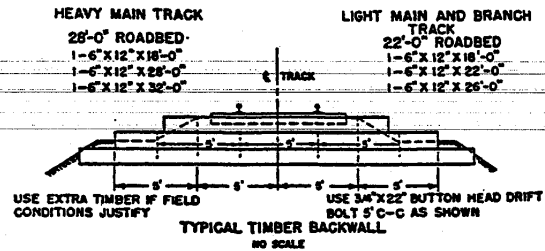


## SECTION A-A

BENT NO. 8 EVEN

## SECTION B-B

BENT NO. 8 ODD



ALL TIMBER IN TRESTLE TO BE PRESSURE TREATED WITH APPROVED WOOD PRESERVATIVE.

TIMBER CUT OR BORED IN FIELD TO BE GIVEN TWO COATS OF HOT CREOSOTE OIL.

SUPERELEVATION FOR CURVES TO BE OBTAINED BY USING ELEVATION BLOCKS.

ALL DIMENSIONS OF BRACING TIMBERS ARE NOMINAL SIZES.

SWAY BRACING MAY BE OMITTED FOR BENTS 8'-0" AND UNDER IN HEIGHT.

STANDARD SPACING OF BENTS IS 12'-0" MEASURED AT CENTER LINE OF TRACK.

NOMINAL SIZE OF STRINGERS-8" X 16"-STRINGERS TO BE DAPPED OR SIZED OVER CAPS TO 15 1/2'.

DEPTH OF CAPS TO BE SIZED TO 11 3/4" FOR PILE BENTS AND 13 3/4" FOR FRAME BENTS.

EACH REQUISITION FOR STRINGERS SHALL BE ACCOMPANIED BY SKETCH IN TRIPPLICATE SHOWING THE SPACING OF BENTS AND POSITION OF STRINGERS.

EACH STRINGER SHALL BE NUMBERED TO PROVIDE AN ERECTION MARK.

WHEN THE TRESTLE IS ON A CURVE AN ALIGNMENT DIAGRAM MUST BE SHOWN ON THE STRINGER PLAN.

ALL HOLES BORED FOR HARDWARE SHALL BE 13/16" DIAMETER.

STAY RODS SHALL BE FURNISHED STRAIGHT WITH THE LOWER LOOP FORMED. THE FORMING OF THE UPPER LOOP AND BENDING SHALL BE DONE IN THE FIELD.

HARDWARE TO BE GALVANIZED.

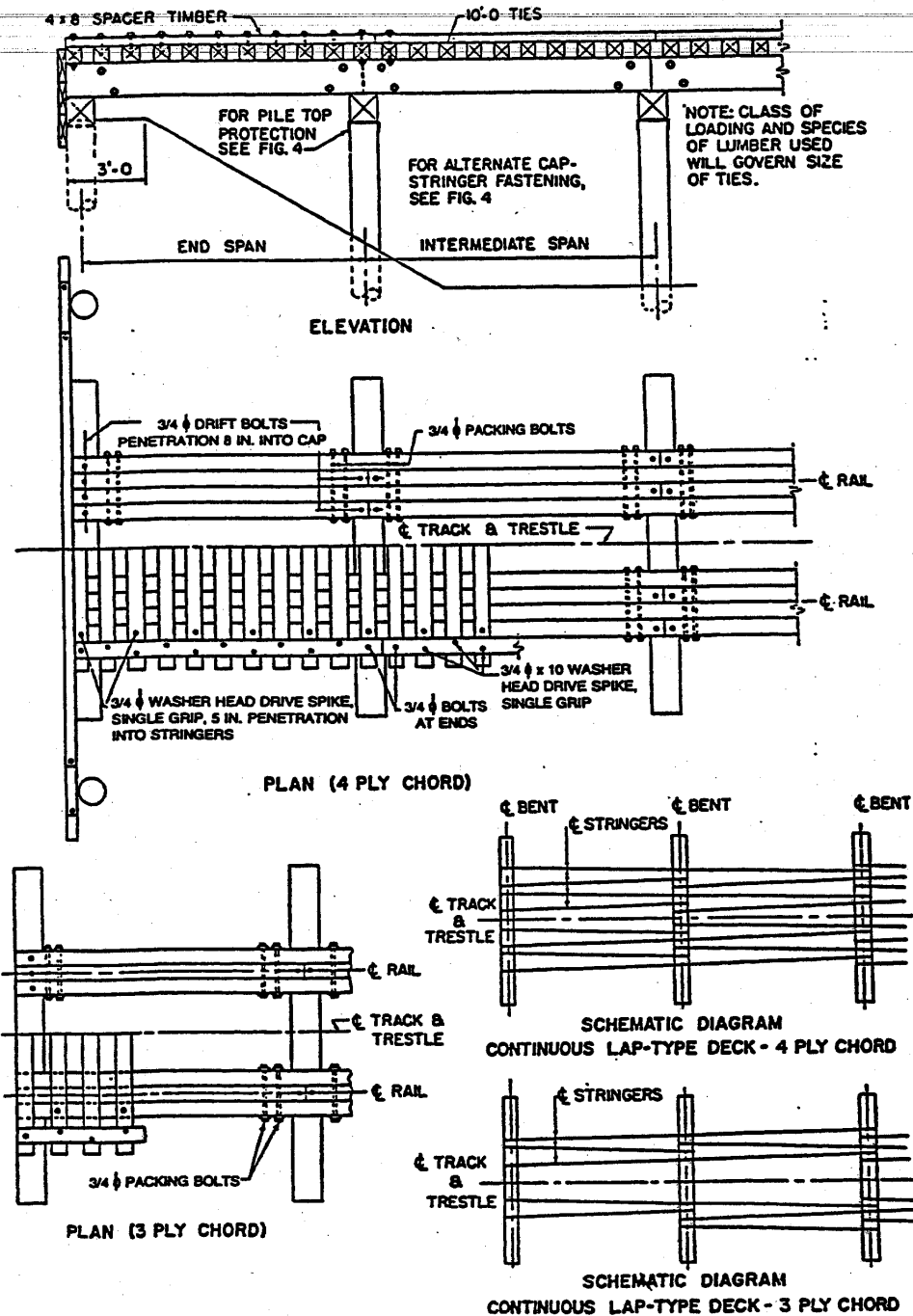
ALL BOLTS TO HAVE SQUARE OR HEX HEADS AND NUTS AND TWO O.G. WASHERS FOR EACH BOLT.

USE SPIKE GRID TIMBER CONNECTORS FOR BRACING TO PILES AND CAPS.

HARDWARE TO BE GALVANIZED.

ALL BOLTS TO HAVE SQUARE OR HEX HEADS AND NUTS WITH 2 EA. CAST IRON O.G. WASHERS EACH BOLT.

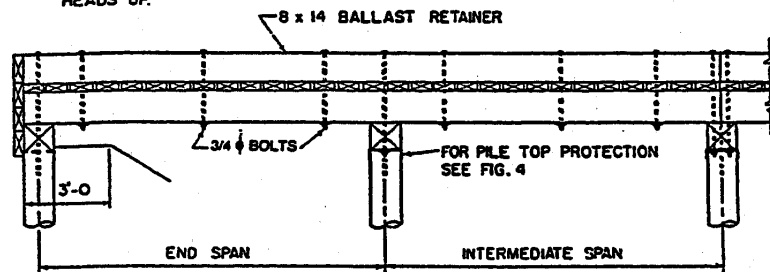
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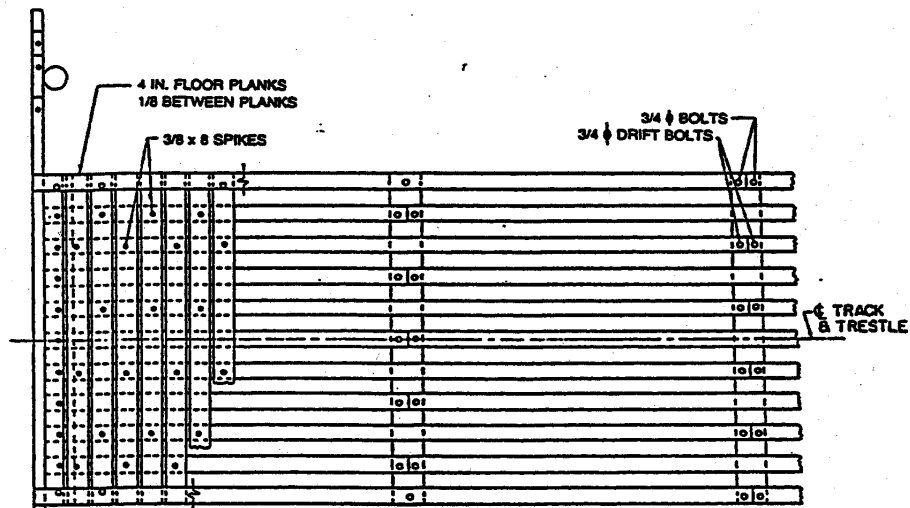
000119

Fig. 3.4.1 Floor Plan for Open-Deck Trestles

NOTE: BALLAST RETAINER BOLTS TO PASS THROUGH CENTER OF FLOOR PLANK, AND PLACED HEADS UP.



ELEVATION



PLAN-CONTINUOUS BUTT TYPE DECK

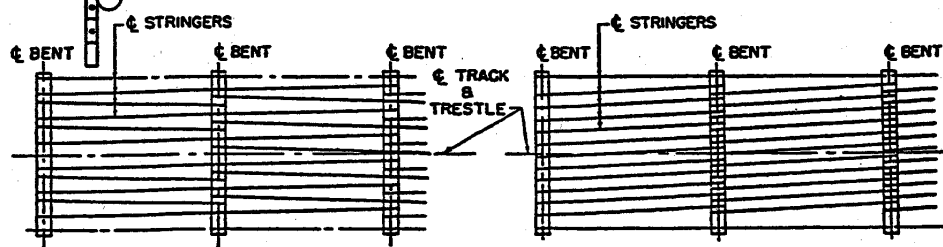
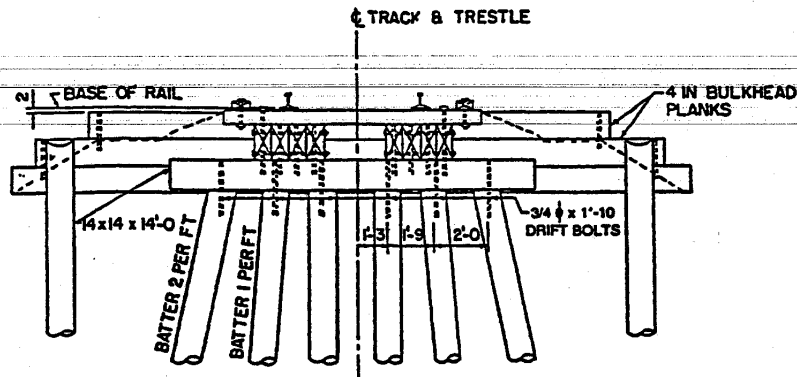
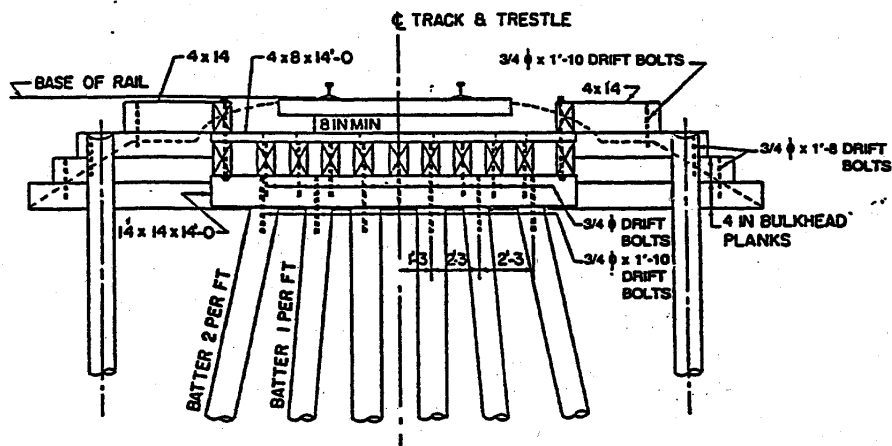
SCHEMATIC DIAGRAM  
CONTINUOUS LAP TYPE DECKSCHEMATIC DIAGRAM  
NON-CONTINUOUS LAP-TYPE DECK

Fig. 3.4.2 Floor Plan for Ballasted-Deck Trestles



BULKHEAD, 6 PILE END BENT &amp; OPEN TIMBER DECK



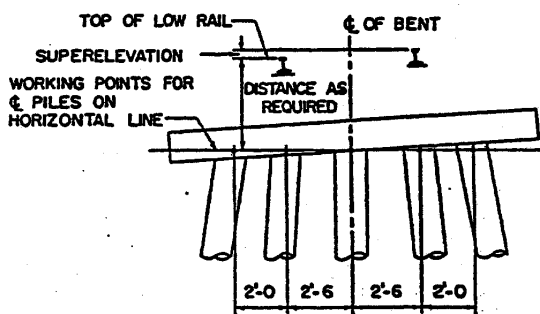
BULKHEAD, 6 PILE END BENT &amp; BALLAST TIMBER DECK

**Notes:**

Length of bulkhead planks should conform to the embankment cross-section.

Wing piles may be omitted when heavier planks than shown are used.

For ballasted deck trestles having 2 in or less superelevation, bents may be cut level and superelevation taken up in ballast.



PROVISION FOR SUPERELEVATION

Fig. 3.4.3 Bulkheads and Miscellaneous Details

000121

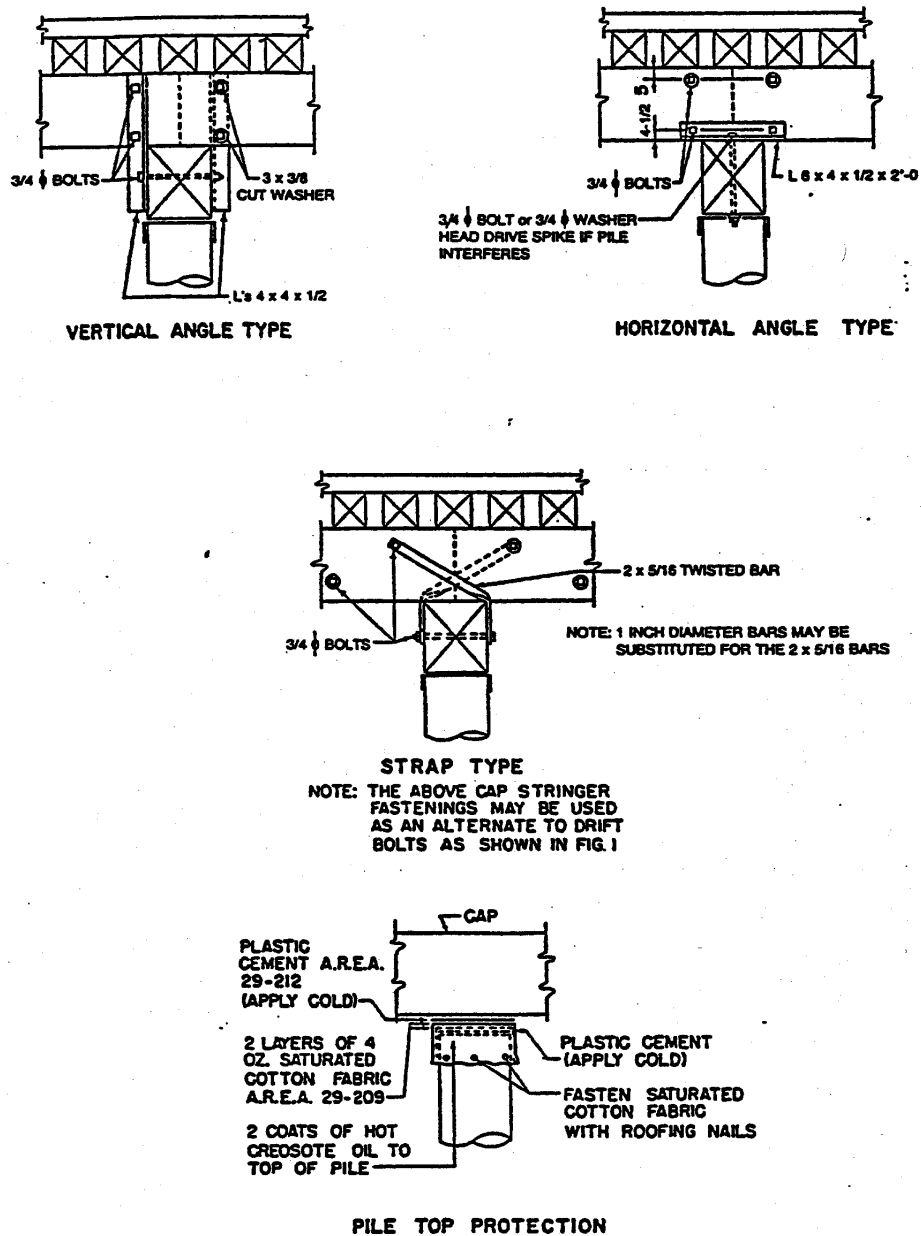
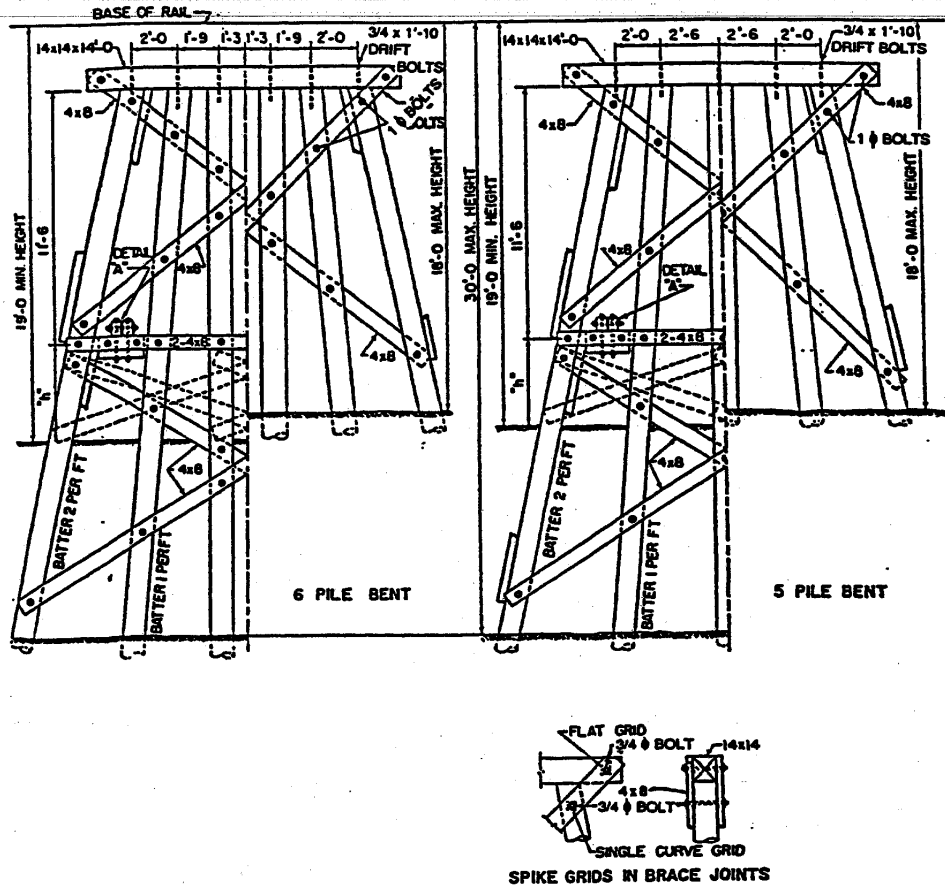


Fig. 3.4.4 Cap Stringer Fastening and Pile Top Protection

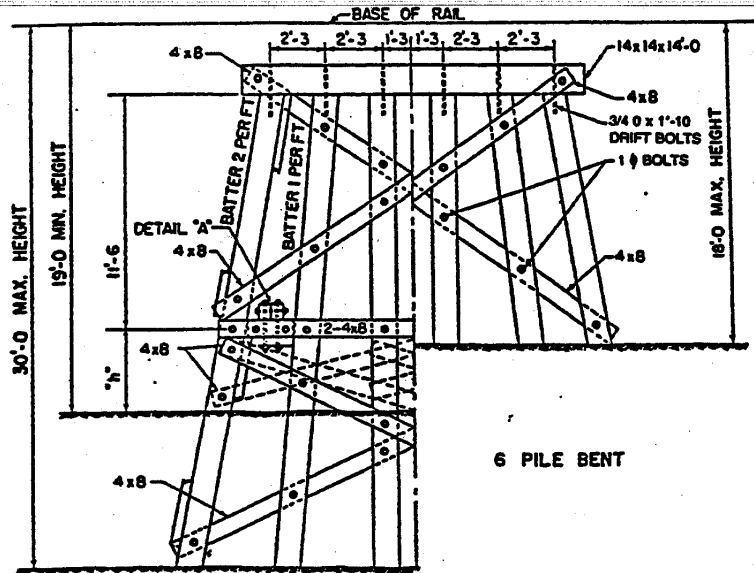
000122



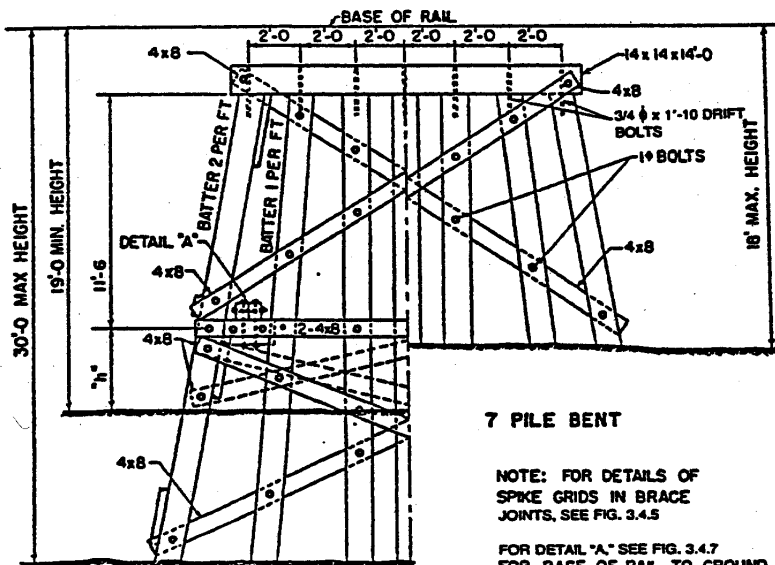
NOTES: 3/4 DIA. BOLTS AND SPIKE GRIDS MAY BE USED INSTEAD OF 1 DIA. BOLTS WITHOUT SPIKE GRIDS. USE DOUBLE COIL SPRING WITH SPIKE GRIDS. DETAIL "A" ON FIG. 3.4.7. FOR HEIGHT OVER 30 FT. ADD ONE MORE SASH BRACE 23 FT. 6 BELOW BOTTOM OF CAP AND CORRESPONDING LINES. WHEN "h" IS LESS THAN 8 FT. ARRANGE BRACING AS SHOWN BY DOTTED LINES. FOR BASE OF RAIL TO GROUND LINE LESS THAN 8 FT. OMIT SWAY BRACING.

Fig. 3.4.5 Bent Details for Open-Deck Pile Trestles

000123



6 PILE BENT



7 PILE BENT

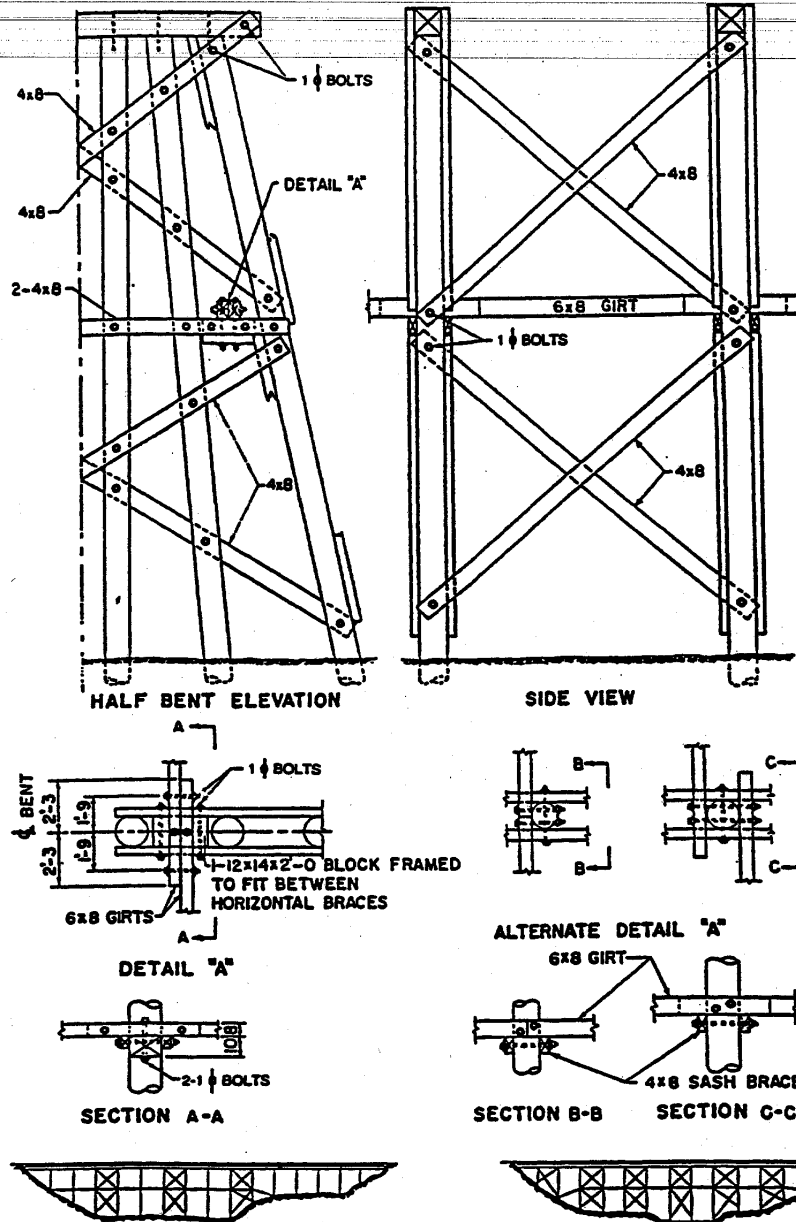
NOTE: FOR DETAILS OF  
SPIKE GRIDS IN BRACE  
JOINTS, SEE FIG. 3.4.5

FOR DETAIL "A" SEE FIG. 3.4.7  
FOR BASE OF RAIL TO GROUND  
LINE LESS THAN 8 FT. OMIT SWAY  
BRACING.

Fig. 3.4.6 Bent Details for Ballasted-Deck Pile Trestles

000124





Typical longit. bracing for pile trestle. Trestles over 100 ft long and 20 ft high should have cross bracing every third panel. Girts should extend to bank securely fastened to bent at ground line, but should not obstruct waterway.

Typical longit. bracing for framed trestles. Bracing shown is for single story. Bents of all heights. Girts same as for pile trestles. Bracing should be placed as to not obstruct waterway.

Fig. 3.4.7 Longitudinal Bracing

000125

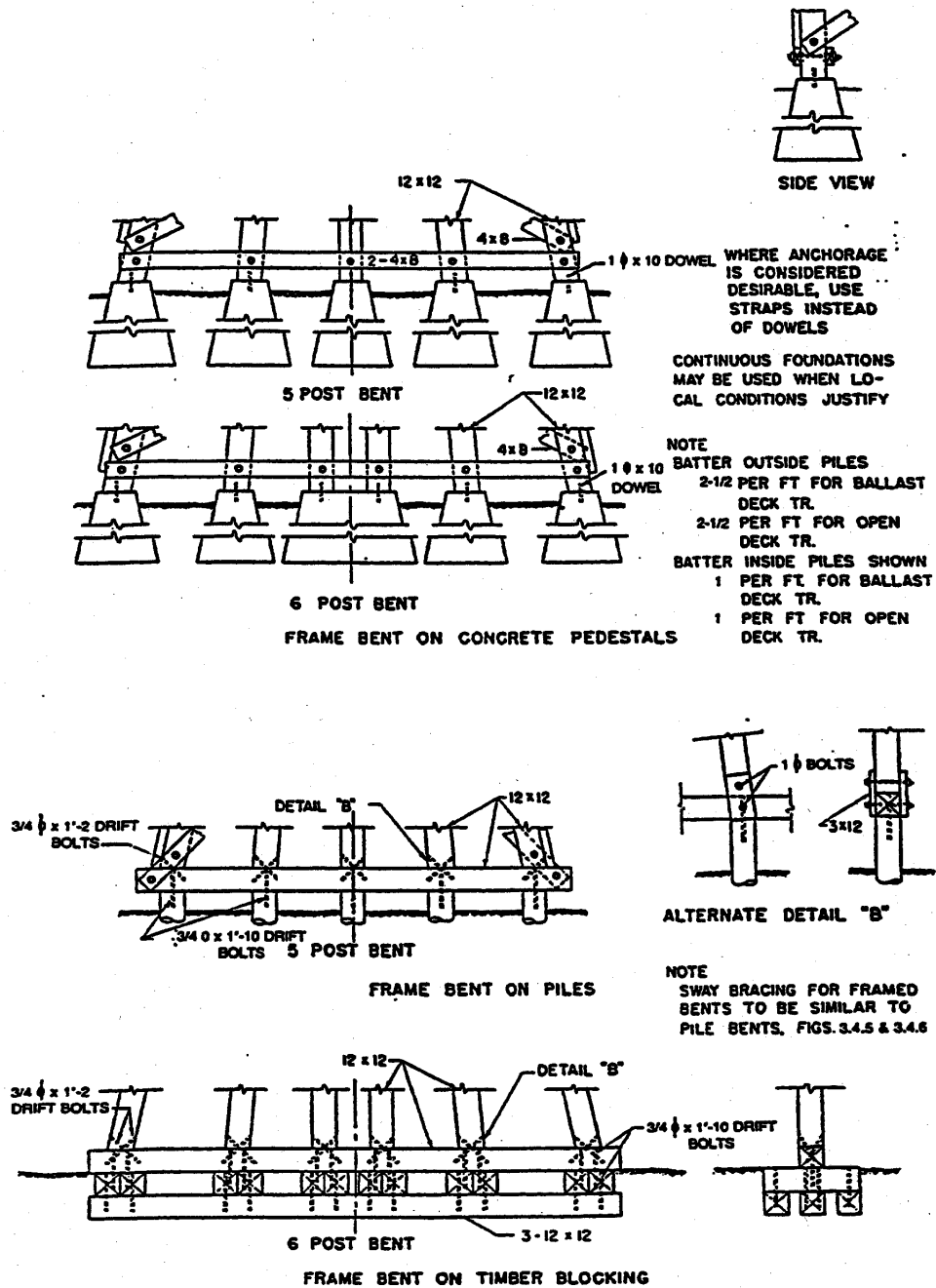


Fig. 3.4.8 Details of Footings for Framed Bents

000126

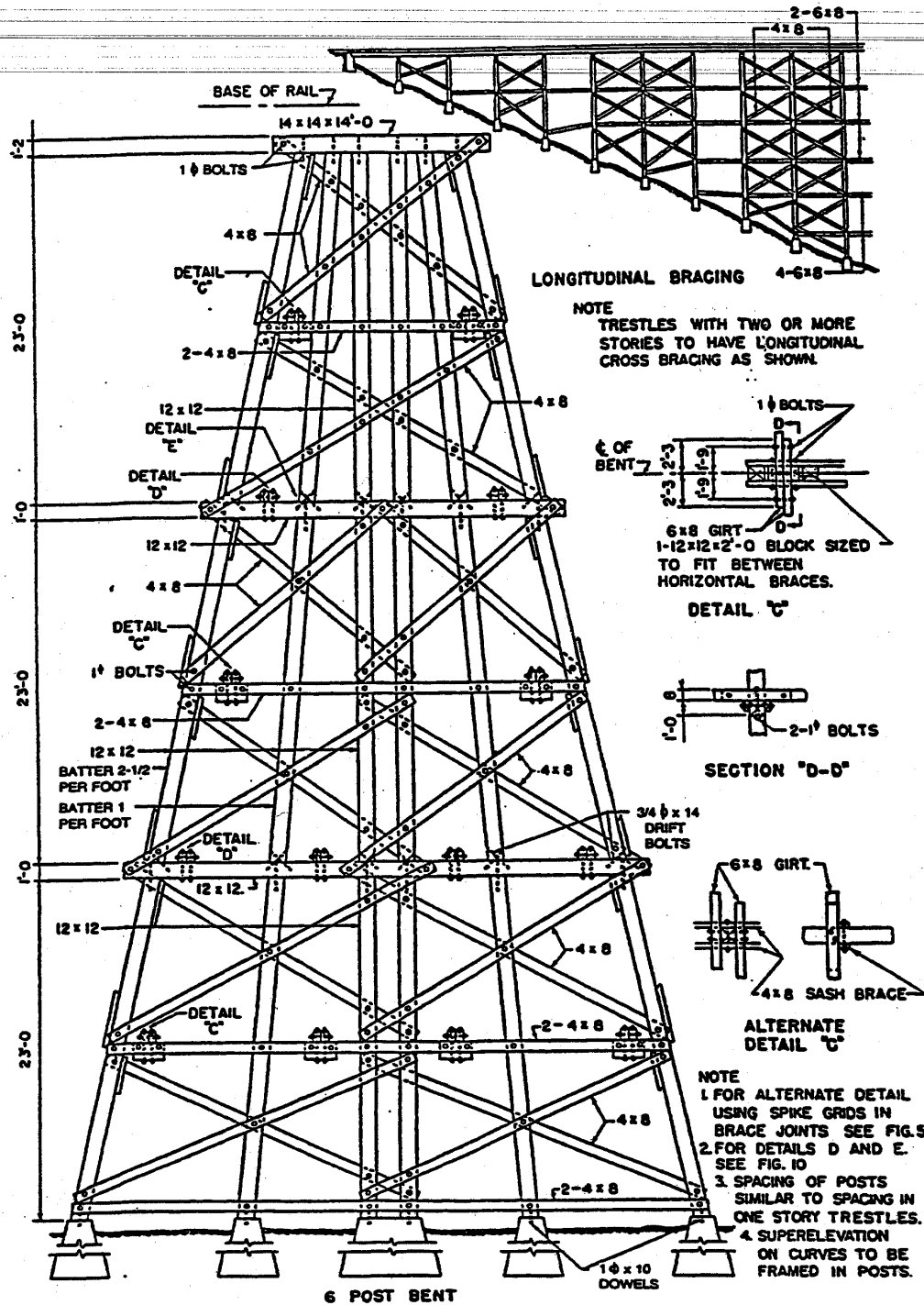


Fig. 3.4.9 Multiple-Story Trestle Bents

000127

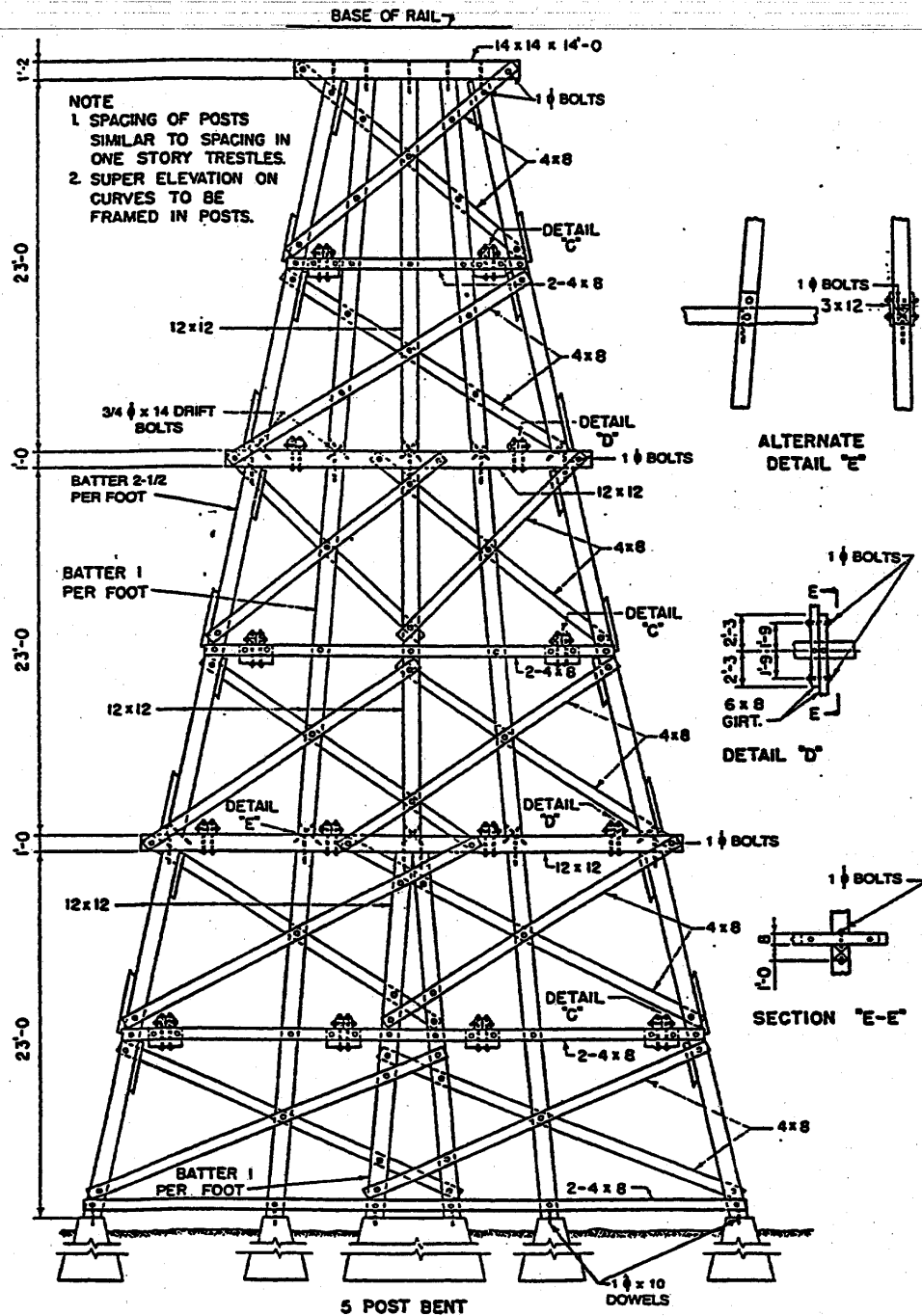


Fig. 3.4.10 Multiple-Story Trestle Bents

000128

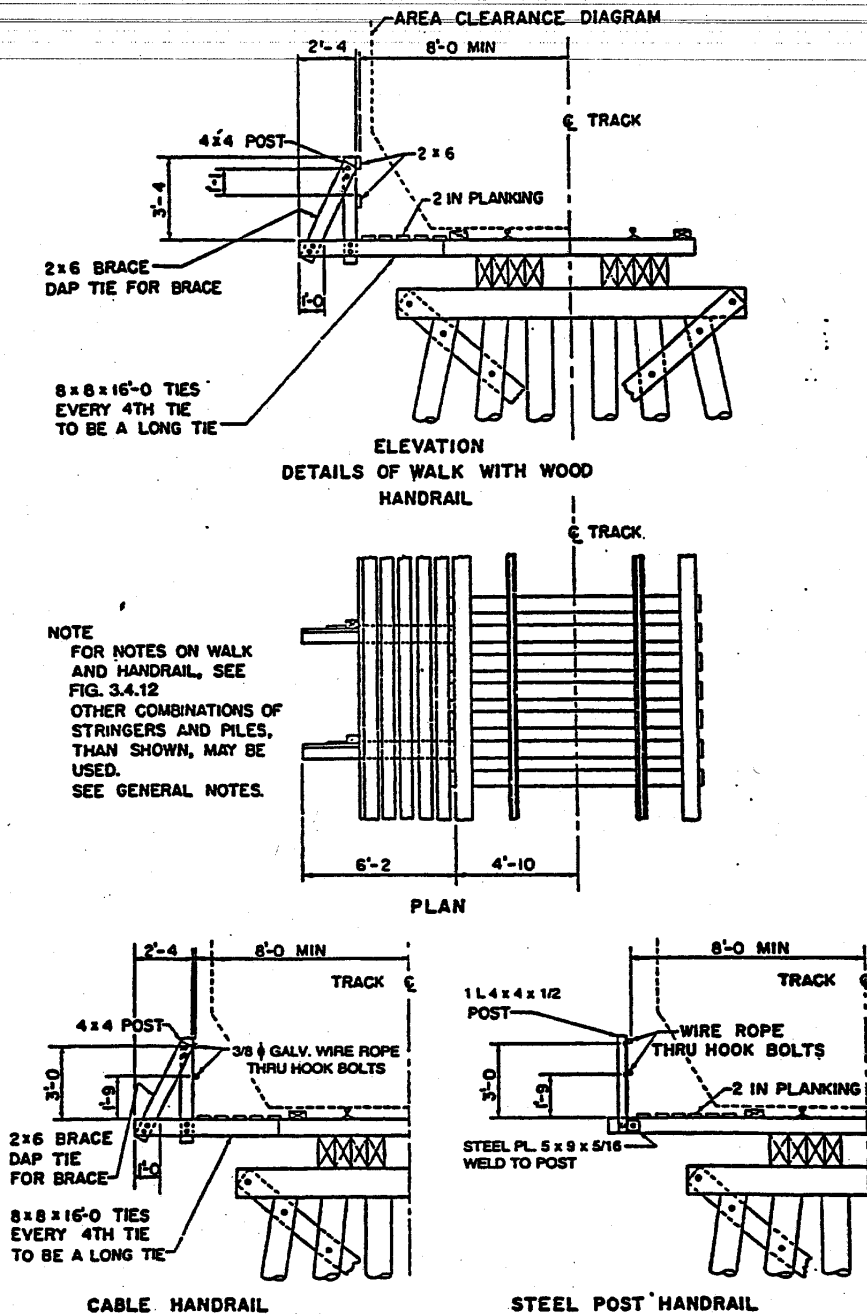
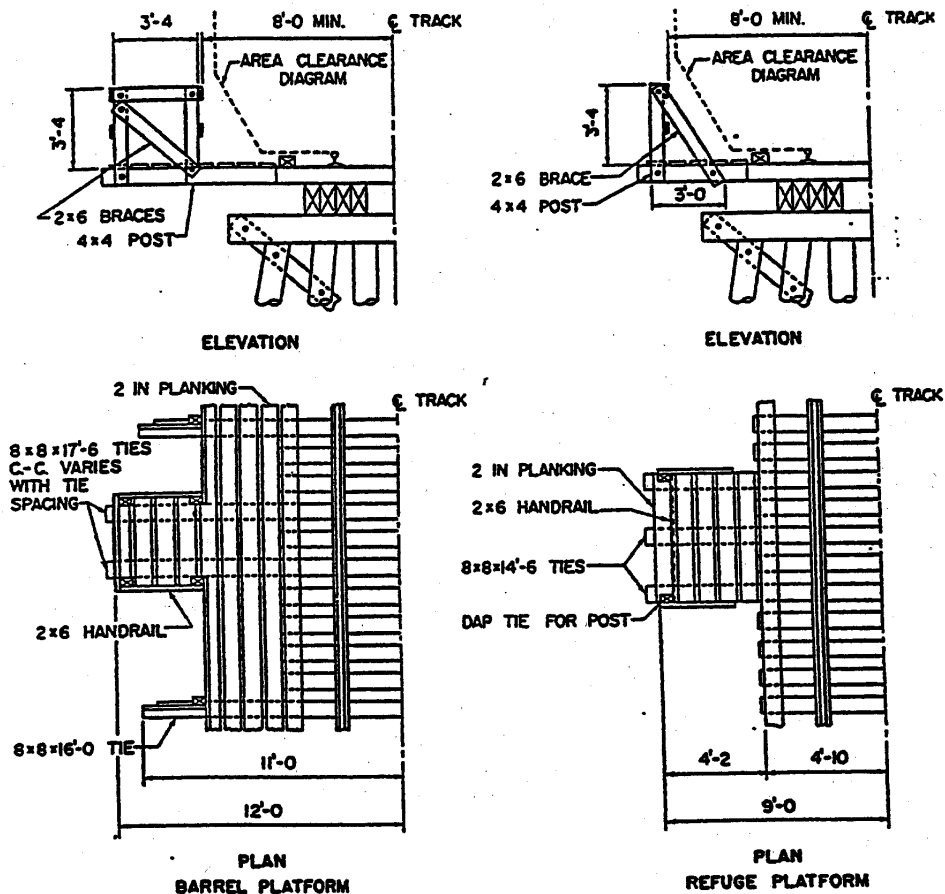


Fig. 3.4.11 Walk and Handrail—Open-Deck Trestles—To Be Used Where Required

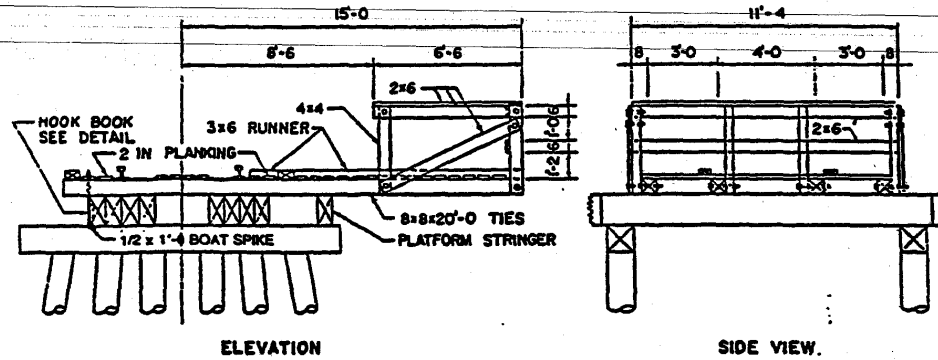
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## NOTES:

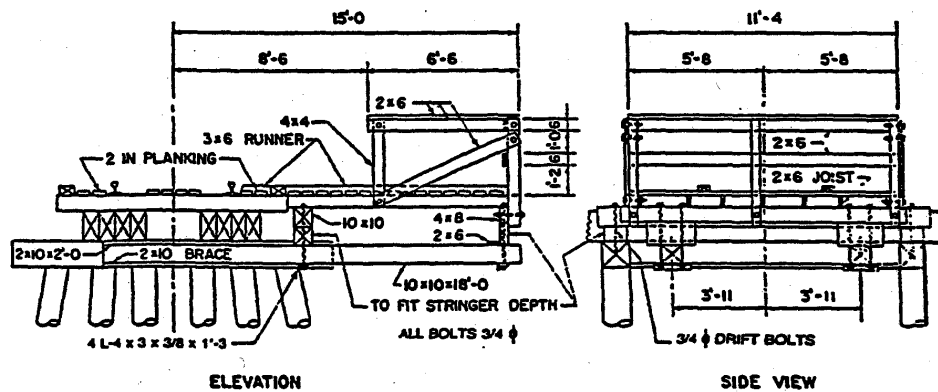
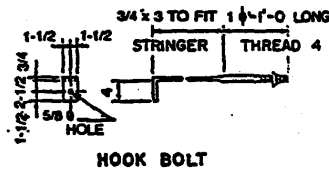
1. Walks are shown on one side of bridge only. Provide walks on both sides where needed.
2. Greater clearance than shown is to be provided where state or other laws require. Increase clearance as required for curved track.
3. All framing not bolted should be adequately spiked.
4. As alternate plan to using long ties, outriggers placed between ties may be used for support of walks and platforms.
5. Location of water barrel platform should be as specified by chief engineer.
6. Other combinations of stringers and piles than shown may be used. See general notes.

Fig. 3.4.12 Water Barrel and Refuge Platform—Open-Deck Trestles—To Be Used Where Required



**SCHEME A  
USING LONG TIES**

**NOTE:** Where length of motor cars in use requires longer platform, additional support for long ties or a platform separate from trestle should be provided. Other combinations of stringers and piles than shown may be used. See general notes.



**SCHEME B  
USING HANGERS**

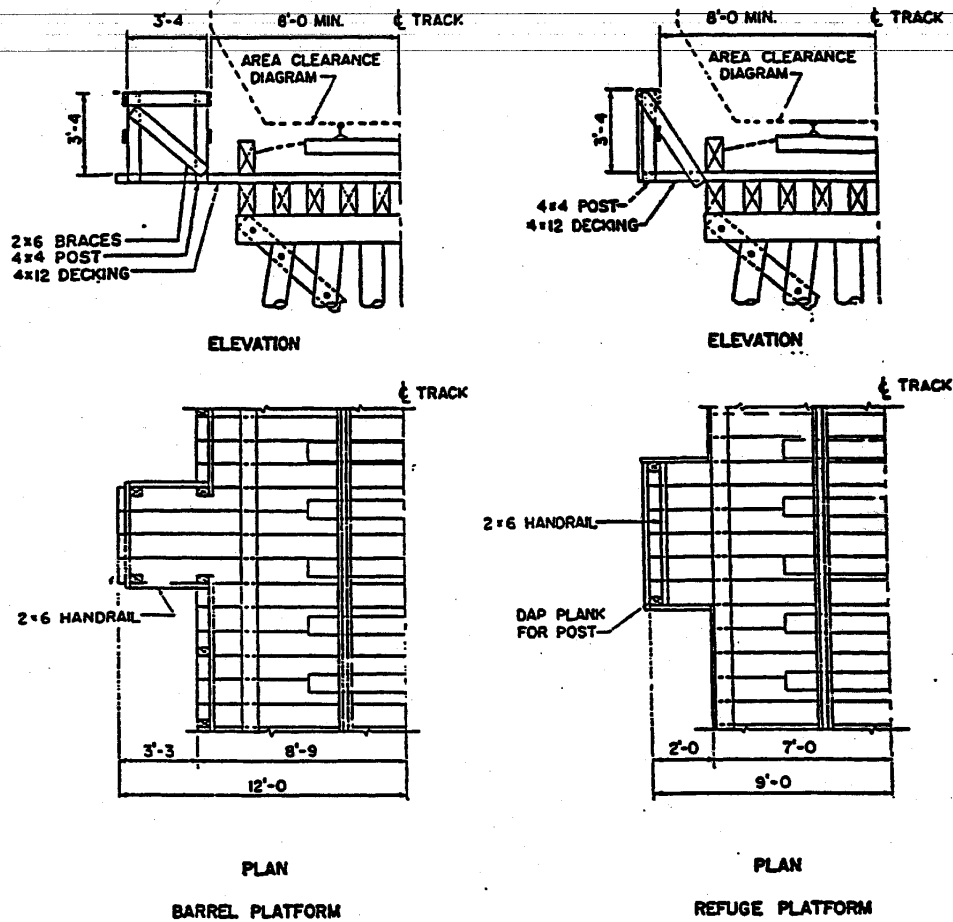
**Fig. 3.4.13 Track Car Platforms—Open-Deck Trestles—To Be Used Where Required**

000131



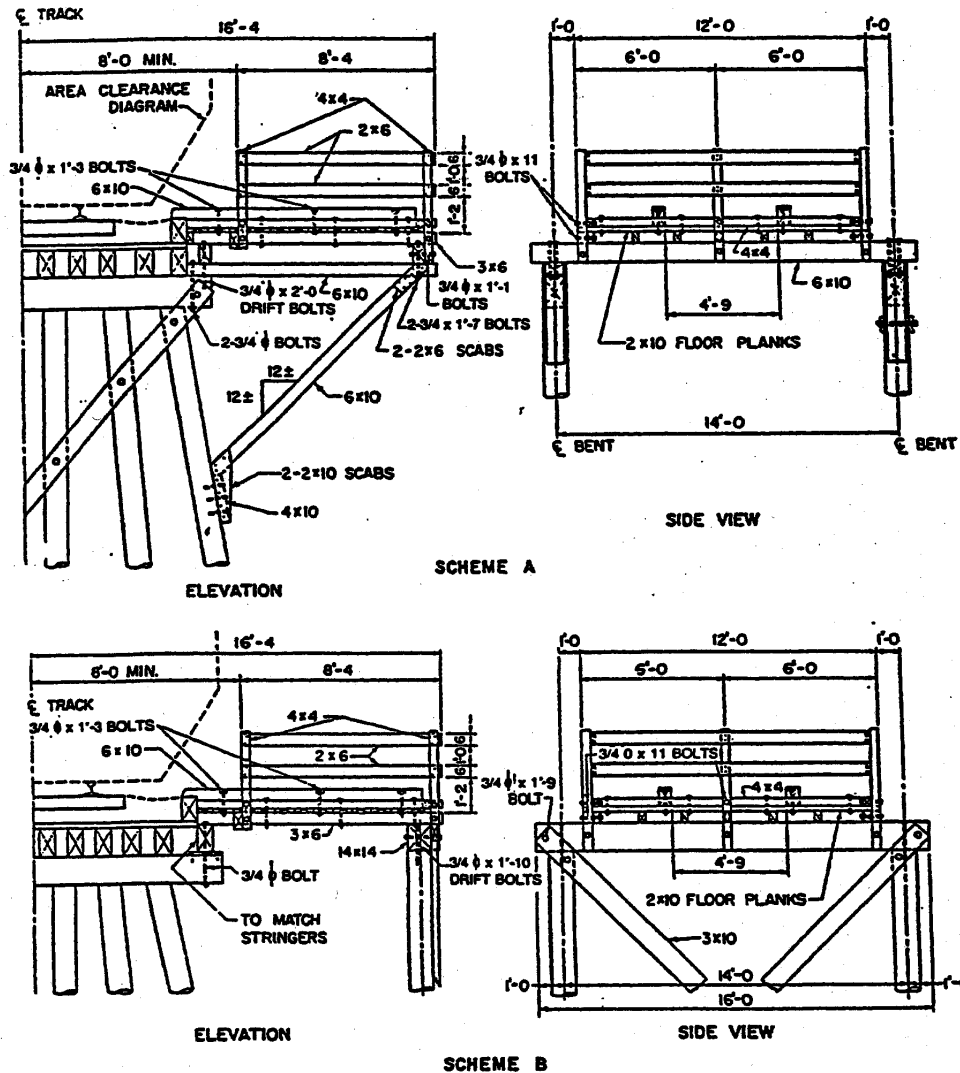
000132



**NOTE:**

1. Walks are shown on one side of bridge only. Provide walks on both sides where needed.
2. Greater clearance than shown is to be provided where state or other laws require. Increase clearance as required for curved track.
3. All framing not bolted should be adequately spiked.
4. Other combinations of stringers and plies than shown may be used. See general notes.

**Fig. 3.4.15—Water Barrel and Refuge Platform—Ballasted-Deck Trestles—To Be Used Where Required**



NOTE:  
DETAILS SHOWN ARE FOR 14'-0" TRESTLE SPANS.  
FOR OTHER SPAN LENGTHS, VARY DETAILS  
ACCORDINGLY.  
FOR NOTES ON WALK AND HANDRAIL, SEE FIG. 3.4.15.  
OTHER COMBINATIONS OF STRINGERS AND PILES  
THAN SHOWN MAY BE USED, SEE GENERAL NOTES.

Fig. 3.4.16 Track Car Platform—Ballasted-Deck Trestles—To Be Used Where Required

000134

Notes: Open floor and tangent track assumed in this design.  
For permissible unit working stresses see Specifications for Design, Part 2, this Chapter.  
"Split" caps consisting of two timber beams bolted together may be used as an alternate to single member caps shown.  
Pile batter, pile spacing, and other details may be varied to suit conditions of pier height, soil characteristics, waterway requirements, etc.  
Timber crib pier protection or sheathing to be provided to meet conditions of drift, ice, etc. as necessary.  
Maximum vertical pile load this design—approx. 16 Tons (D.L. + L.L.)

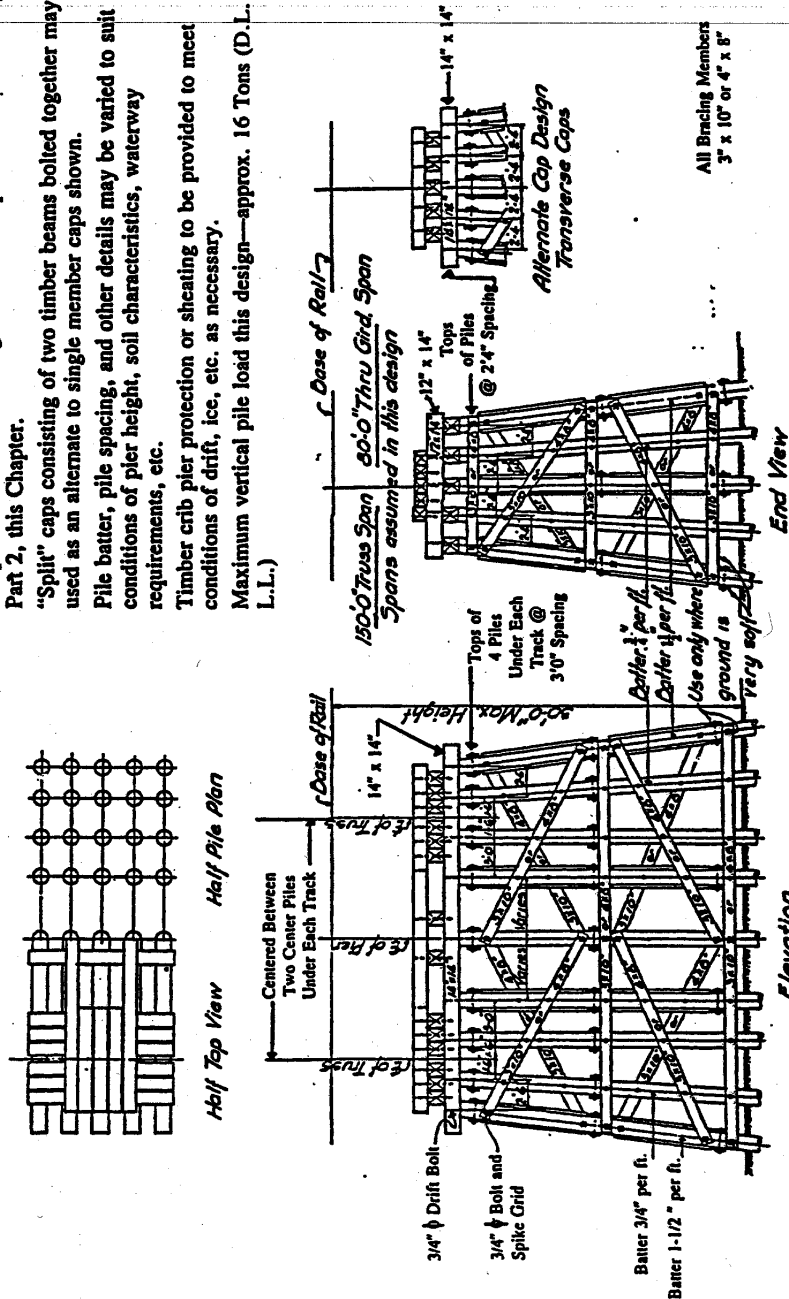
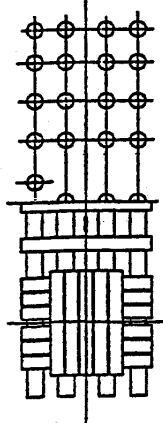
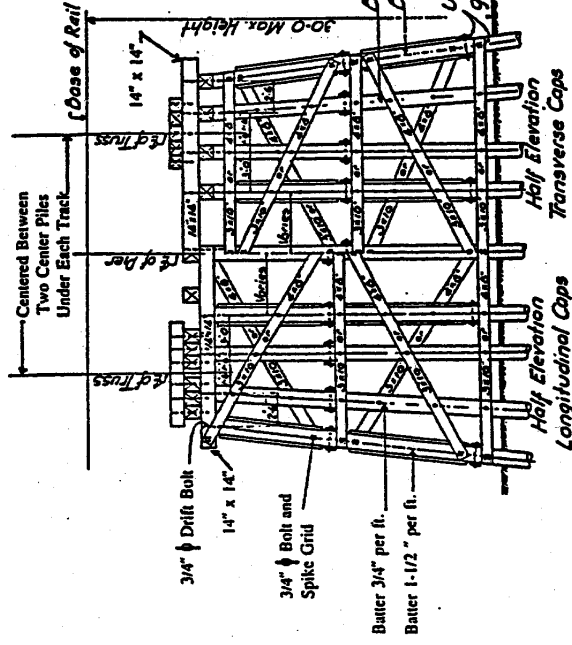


Fig. 3.4.17—Recommended Practice for Crosotied Timber Pile Piers for Long Spans, E 60 Loading  
Piers for 150-ft. and 80-ft. spans.

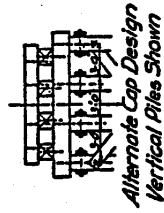
Notes: Open floor and tangent track assumed in this design.  
For permissible unit working stresses see Specifications for Design, Part 2, this Chapter.  
"Split" caps consisting of two timber beams bolted together may be used as an alternate to single member caps shown.  
Pile batter; pile spacing, and other details may be varied to suit conditions of pier height, soil characteristics, waterway requirements, etc.  
Timber crib pier protection or sheathing to be provided to meet conditions of drift, ice, etc. as necessary.  
Maximum vertical pile load this design-approx. 16 Tons (D.L. + L.L.)  
Tops of all piles on 3' 0" centers except non-vertical outside piles on 2' 4" centers with adjacent pile.



Half Top View Half Pile Plan



150'-0" Truss Span  
16'-0" Appr. Span  
Spans assumed in this design

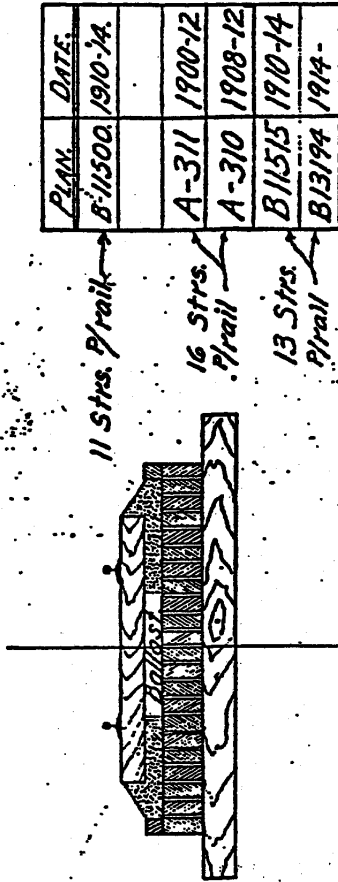


Alternate Cap Design Vertical Piles Shown

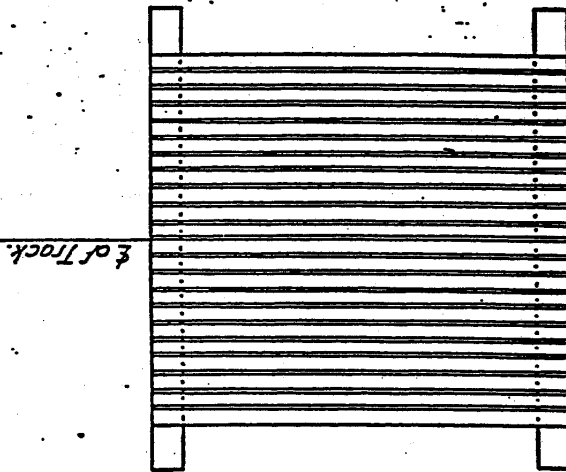
All Bracing Members  
3" x 10" or 4" x 8"

Fig. 3.4.18 Recommended Practice for Creosoted Timber Pile Piers For Long Spans, E 60 Loading.  
Pier for 150-ft. Span and Trestle Approach.

# SKETCH OF SOLID BALLASTED DECK.



## CROSS SECTION.



## PLAN OF STRINGERS.

## STEEL BRIDGE INSPECTION REPORT

## EXHIBIT B

PREFIX: ONI MILEPOST: 218.50 BRIDGE NUMBER: 218.5  
 LOCATION: DISTRICT: DIVISION: NS SUBDIVISION: MEMPHIS TERMINAL  
 COUNTY: SHELBY TOWN: AULON ST: TN  
 SPANS: 88 THRU 90 OF 134 SPAN TYPES: DPG LENGTH: 180.00 OF 1794  
 NO. TRACKS: 1 CROSSING: WOLF RIVER ROAD NAME:  
 DATE INSPECTED: 01/09/01 INSPECTOR: H. L. SMITH HOW INSPECTED: VI

ITEM INSPECTED NO CLASS REMARKS

## ----- GENERAL -----

MOVABLE BRIDGE TYP	1	SPAN 88 IS SHORT BEAM SPAN
CHANNEL CONDITION	2 B	DRIFT GETTING BAD
SLOPES	3 NA	
GENERAL CLEAN	4 B	DRIFT
MCI, SPRINT, LIGHTNET, ETC.	5 NA	E. SIDE
PAINT COND & YEAR PAINTED	6 A	5/58

## ----- TRACK -----

CWR (Y/N)	N	7	
APPROACH - SURF/ALIGN	8 B	ALIGNMENT	
BRIDGE - SURF/ALIGN	9 B		
TRACK - RAIL ANCHORS	10 B		
BRIDGE - RAIL ANCHORS	11 B		
BOLTS - % EFFECT	12 B		
CLIPS - % EFFECT	13 NA		
HOOKS - % EFFECT	14 NA	SP. 89, 9 TIES IN ROW ROTTEN	
TIES-COND & YR INSTALLED	15 C1	TIES SHOULD BE PROGRAMED ASAP OR TAKEN D.O.S.	
TIE PADS	16 C1	SEVERAL FAILED.	
RAISING PIECES	17 C1		
OUTER GUARD RAIL	18 C1		
INNER GUARD RAIL	19 NA		
RAIL	112	20 B	

## ----- PIERS, ABUTMENTS -----

FOUNDATION	CN	21 A	CONC. PILE BENTS/TOWERS-10 PER TOWER
ABUTMENTS	CN	22 NA	
PIERS	CN	23 NA	
BRIDGE SEATS	CN	24 B	
BACK WALLS		25 NA	
WING WALLS		26 NA	
PARAPETS		27 NA	
POINTING		28 NA	

## ----- FLOOR, DECK -----

FLOOR BEAM CONNECTIONS	29 NA	
FLOOR BEAM BRACKETS	30 NA	
FLOOR BEAM FLANGES/WEBS	31 NA	
STRINGER CONNECTIONS	32 NA	
STRINGER FLANGES/WEBS	33 NA	

000138

STRINGER LATERAL SYSTEM	34	NA	
BALLAST DECK	35	NA	
BALLAST CURBS	36	NA	
BALLAST DEPTH	37	NA	
REIN/STEEL	38	NA	
DRAINS	39	NA	
WALKWAYS (L/R/B/C)	40	NA	
HANDRAILS (L/R/B)	41	NA	
REFUGE BAYS	42	NA	

----- GIRDERS, TRUSSES -----

TOP FLANGE/CHORDS	43	B	RUST
BOTTOM FLANGE/CHORDS	44	B	
TOP COVER PLATES	45	B	ON SPAN 89 & 90 NONE ON SPAN 88
BOTTOM COVER PLATES	46	B	SAME AS # 45
DIAGONALS/COUNTERS	47	NA	
HANGERS/POSTS	48	NA	
WEBS/SPLICES	49	B	
END/INTERMED STIFFS	50	B	
TOP LATERAL SYSTEM	51	C3	RUST ON ANGLES AND LAT. PLTS.
BOT LATERAL SYSTEM	52	NA	
TRACTION TRUSSES	53	NA	
CROSS/SWAY FRAMES	54	C3	FEW LOOSE RVTS. IN BOTTOM GUSSET, SPAN 89 AND 90
PORTALS	55	NA	
PINS/NUTS/BOLT/RIVS/WELDS	56	B	
SHOES/SOLE PLTS/BOLTS	57	B	DIRTY/RUST
WAGY PLTS - FILLER PLTS	58	B	DIRTY

----- TOWERS, BENTS -----

COLUMNS/POSTS	C	59	NA
PILES	CN	60	NA
BENT CAP		61	NA
TIMBER BEARING BLOCKS		62	NA
TOP BEARING PLATES		63	NA
TRANSVERSE BRACING	64	A	COLLARS
LONGITUDINAL BRACING	65	NA	
STRUTS/DIAGONAL BRACES	66	NA	
SHOES/SOLE PLTS/BOLTS	67	NA	

000138

# TIMBER BRIDGE INSPECTION REPORT

PREFIX: ONI MILEPOST: 218.50 BRIDGE NUMBER: 218.5  
 LOCATION: DISTRICT: DIVISION: NS SUBDIVISION: MEMPHIS TERMINAL  
 COUNTY: SHELBY TOWN: AULON ST: TN  
 SPANS: 1 THRU 87 OF 134 SPAN TYPES: TS LENGTH: 1044.00 OF 1794  
 NO. TRACKS: 1 CROSSING: WOLF RIVER ROAD NAME: \_\_\_\_\_  
 DATE INSPECTED: 01/09/01 INSPECTOR: M. L. SMITH HOW INSPECTED: VI

ITEM INSPECTED NO CLASS REMARKS

## ----- GENERAL -----

CHANNEL CONDITION	1 B	SMALL TREES-BUSHES
SLOPES	2 A	
GENERAL CLEAN	3 B	NEED TO CLEAN BUSHES FROM UNDER BRIDGE
PCI,SPRINT,LIGHTNET,ETC.	4 NA	***** PRINT SP.1,88 AND 91 *****

## ----- TRACK -----

CUR (Y/N)	N	5	!!!!!!! LADDER AT BENT 64 !!!!!!!
APPROACH - SURF/ALIGN		6 B	
BRIDGE - SURF/ALIGN		7 B	
TRACK - RAIL ANCHORS		8 B	
BRIDGE - RAIL ANCHORS		9 B	
BOLTS - X EFFECT		10 NA	
CLIPS - X EFFECT		11 NA	
HOOKS - X EFFECT		12 NA	
TIES-COND & YR INSTALLED		13 B	TRACK
TIE PADS		14 NA	
OUTER GUARD RAIL		15 NA	
INNER GUARD RAIL		16 NA	
RAIL	112	17 B	

## ----- PIERS, ABUTMENTS -----

FOUNDATION		18 C5	
ABUTMENTS		19 C5	
PIERS		20 A	CONC.PIERS BENT 17,42,66 CONC.PILE BENT 87
BRIDGE SEATS		21 C1	REPLACE CAPS. HEAVY DECAY IN NUMEROUS LOCATIONS
BACK WALLS		22 C5	
WING WALLS		23 NA	
MUD SILLS/BLOCKS		24 NA	

## ----- BENTS, PILES -----

FRAMED/DRIVEN	D	25	
POSTS OR PILE/BENT	A	26	
COLUMNS/POSTS	B	27 NA	
PILES	TH	28 C1	SEE SUPPLEMENT FOR BAD PILE
BENT CAPS	TC	29 C1	MANY NEED REPLACED. LOTS OF DECAYED AREAS.
SLIP CAPS		30 NA	
SASH/GIRTS		31 C3	SASH GIRTS NOT ON ALL BENTS.
TRANSVERSE BRACING		32 C3	
LONGITUDINAL BRACING		33 NA	

000140



CAP BLOCKS/STEEL SPANS	34	NA	
BOLTS/DOWELS/LAG SCREWS	35	C3	
OSMOSE/DATE	36		
MOVEMENT UNDER LOAD	37	NA	

----- DECK -----

STRINGERS/NO	11	38	C1	HEAVY DECAY IN CERTAIN AREAS, INCLUDING BEARING
CORBELS/HEIGHT		39	NA	
ELEVATION BLOCK/HT		40	NA	
BALLAST DECK	TN	41	C3	REPLACE VARIOUS PIECES
BALLAST CURBS		42	C3	
BALLAST DEPTH	13	43	B	
WALKWAYS (L/R/B/C)		44	NA	
HANDRAILS (L/R/B)		45	NA	
REFUGE BAYS/NO		46	NA	

000141

BRIDGE INSPECTION SUPPLEMENT

PREFIX: ONI MILEPOST: 218.50 BRIDGE NUMBER: 218.5  
 LOCATION: DISTRICT: DIVISION: NS SUBDIVISION: MEMPHIS TERMINAL  
 COUNTY: SHELBY TOWN: AULON ST: TN  
 SPANS: 1 THRU 87 OF 134 SPAN TYPES: JS LENGTH: 1044.00 OF 1794  
 NO. TRACKS: 1 CROSSING: WOLF RIVER ROAD NAME: \_\_\_\_\_  
 DATE INSPECTED: 01/09/01 INSPECTOR: M. L. SMITH HOW INSPECTED: VI  
 ITEM INSPECTED NO CLASS REMARKS

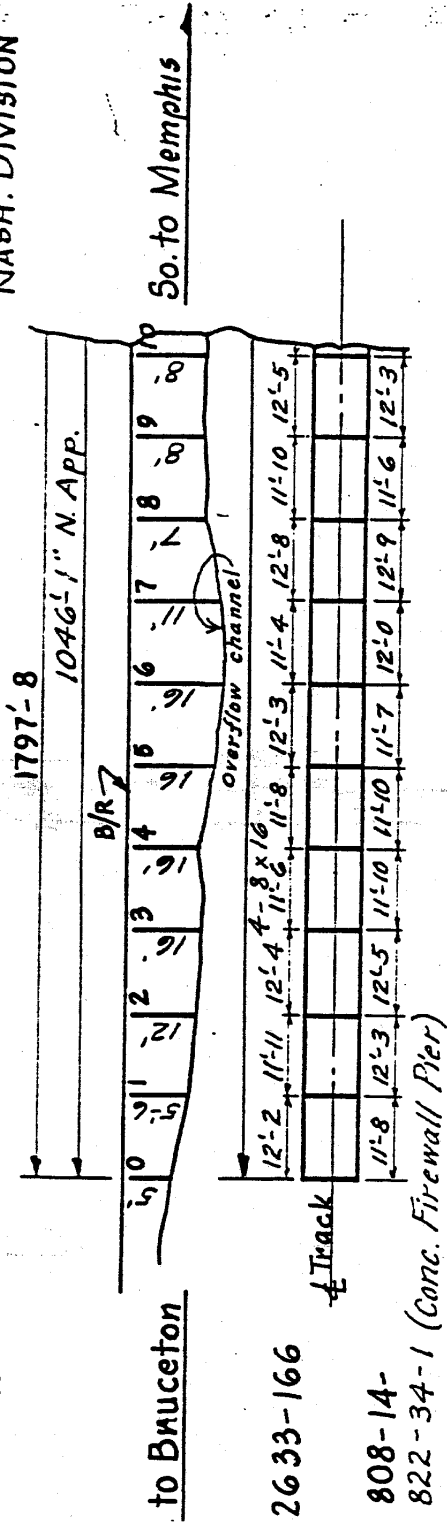
ITEM

NO	CLASS	REMARKS
28	C1	REJECT PILES: BT.3 P-4,5,6; BT.4 P-1;
28	C1	BT.5 P-1,6; BT.8 P-6; BT.14 P-1,2; BT.38 P-5; BT.40 P-2;
28	C1	BT.41 P-4; BT.83 P-1; BT.86 P-3; BT.92 P-3; BT.123 P-2
28	C1	NUMEROUS PILES HAVE HEAVY DECAY AT GROUNDLINE. WILL NEED TO BE POSTE
28	C1	SOON. AS MANY AS 170 PILES ARE ROTTEN AND/OR HAVE NUMEROUS VOIDS. NE
28	C1	TO SCHEDULE THIS BRIDGE FOR REBUILD.
29	C1	CAPS: BT.12 SPLITTING; BT.18 SPLIT; BT.26 SPLIT; BT.91 ROTTEN;
29	C1	BT98 CRUSHED

000142

F RIVER

NASH. DIVISION



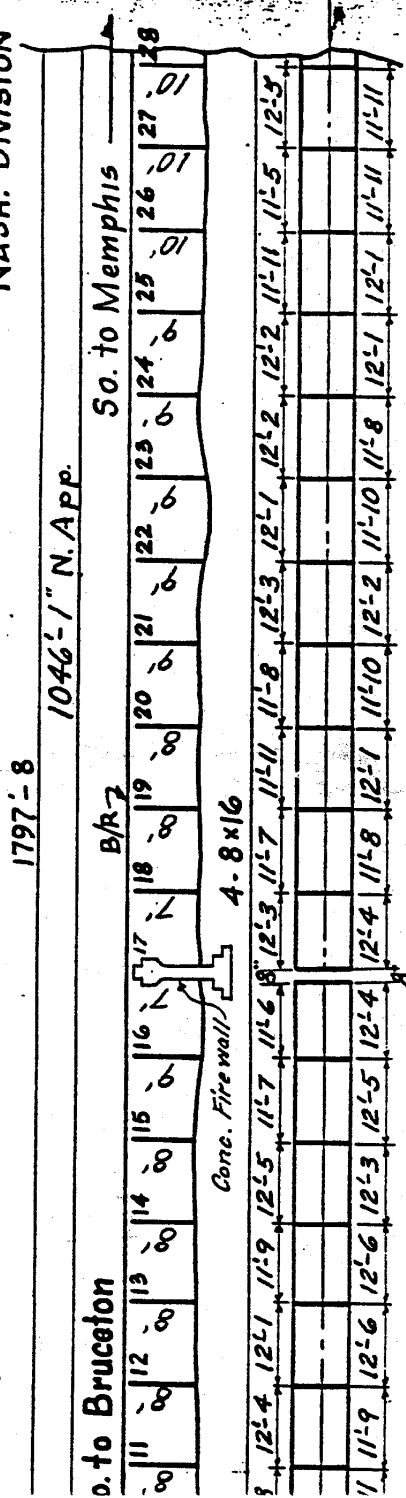
North Approach  
Bents 6 Pile 1929, 1933  
Stringers 1944, 1947  
Deck 1917, 1944

iment - Tangent

18.5(Old P+M) CREOS. BAL. DECK TRESTLE 4" I BEAM SPANS

F RIVER

NASH. DIVISION



North Approach  
Bents 6 Pile 1929, 1933  
Stringers 1944, 1947  
Deck 1917, 1944

000143  
ment - Tangent

9007 3-73

NASH. DIVISION

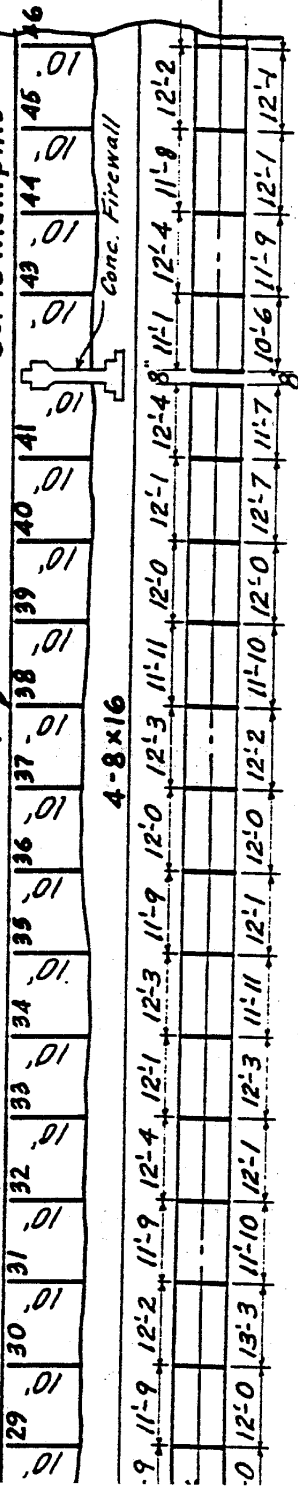
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1046<sup>L</sup> /" N. App.

**No. to Bruce-ton**

**B/R 3**

## So. to Memphis



Bents 6 Pile 1929, 1933  
Stringers 1944, 1947  
Deck 1917, 1944

**nment - Tangent**

218.5 (OLD P/M) CREOS. BAL. DECK TRESTLE 4" I" BEAM SPANS

# F RIVER

**NASH. DIVISION**

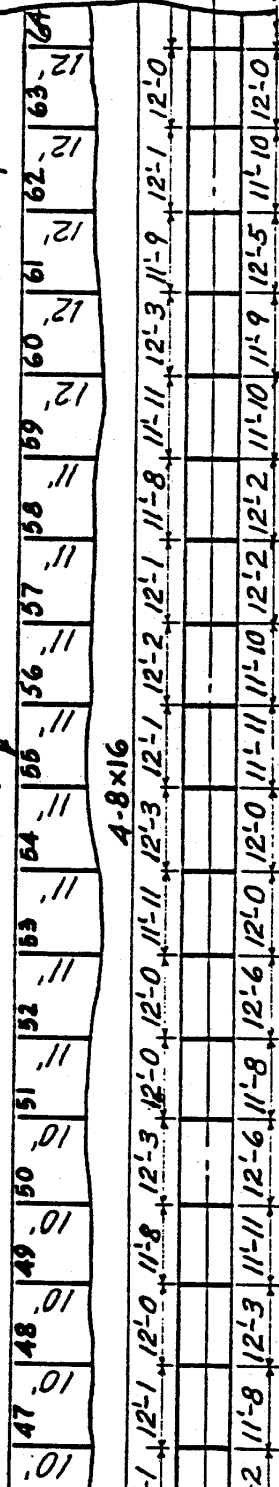
1797-8

1046'-1" N: App.

—No. to Bruce-ton

B/R 7

## So. to Memphis



Bents 6 Pile 1929, 1933  
Stringers 1944, 1947  
Deck 1917, 1944

ment - Tangent 44

11-181-7-006

RIVER

000145

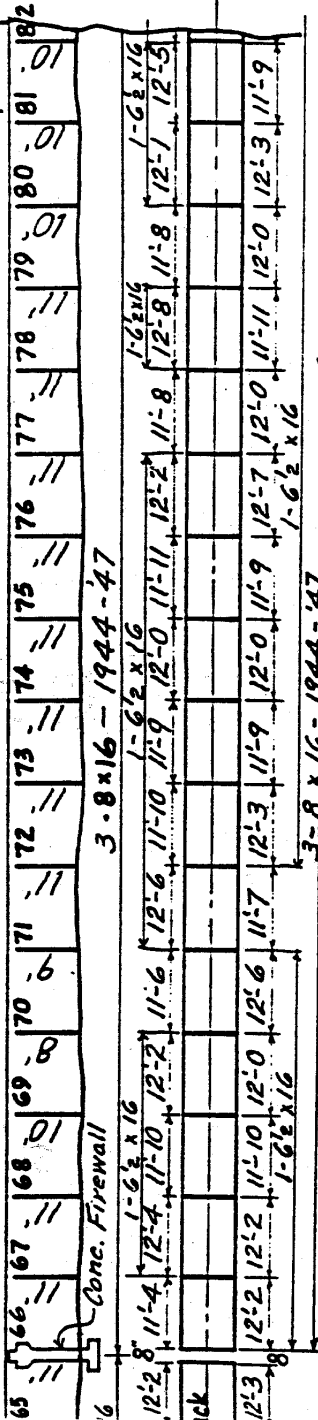
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1046-1" N. App.

NASH. DIVISION

o. to Bruceton

So. to Memphis



North  
Approach  
(Bents 6 Pile 1929, 1933  
Stringers 1944, 1947, 1965  
Deck 1917, 1944)

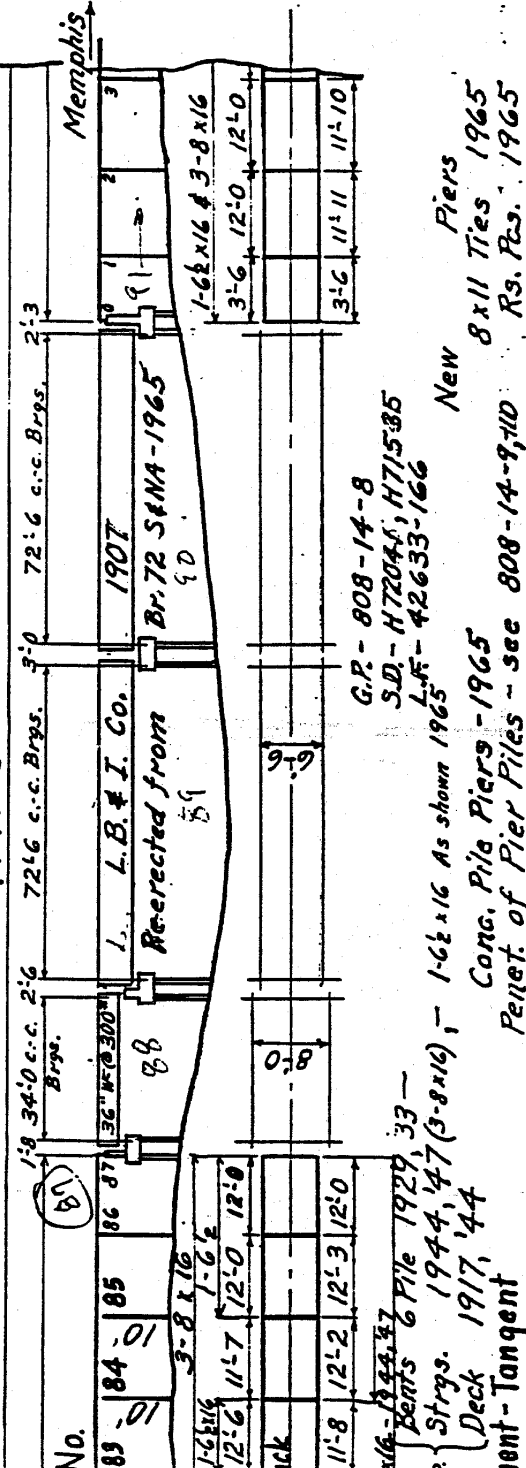
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1.5 (OLD P & M) CREOS. BAL. DECK TRESTLE & STEEL SPANS

RIVER

NASH. DIVISION

1797-8

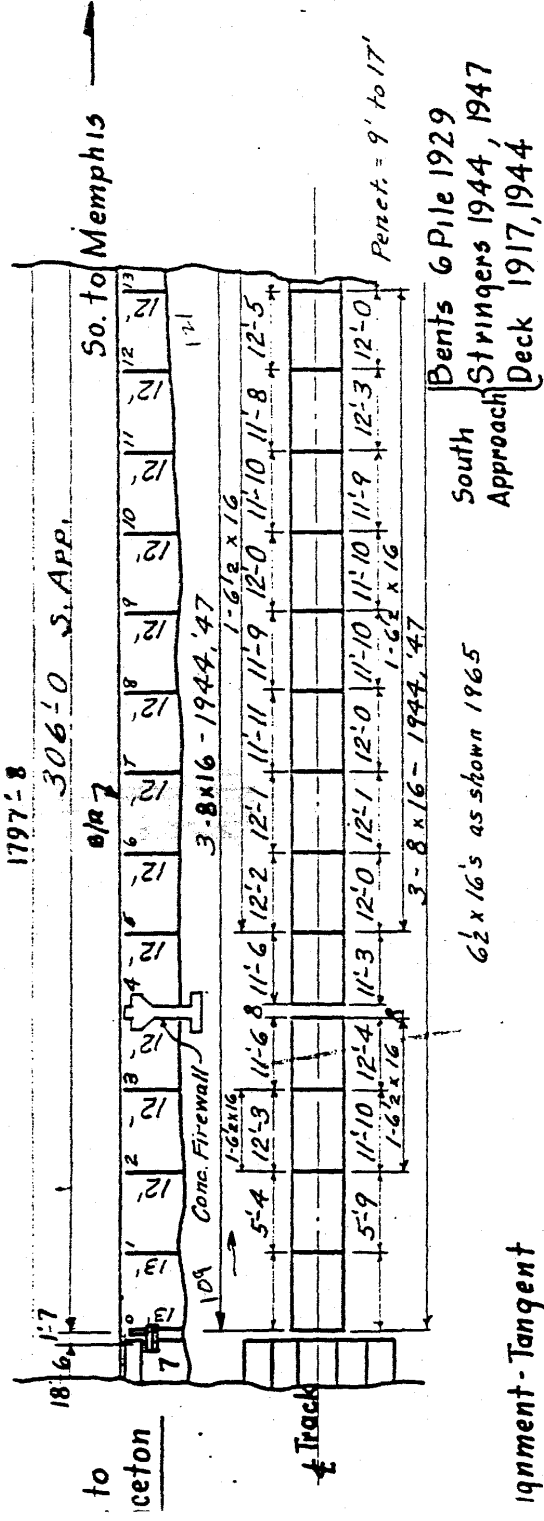


900-2-15



VOLF RIVER

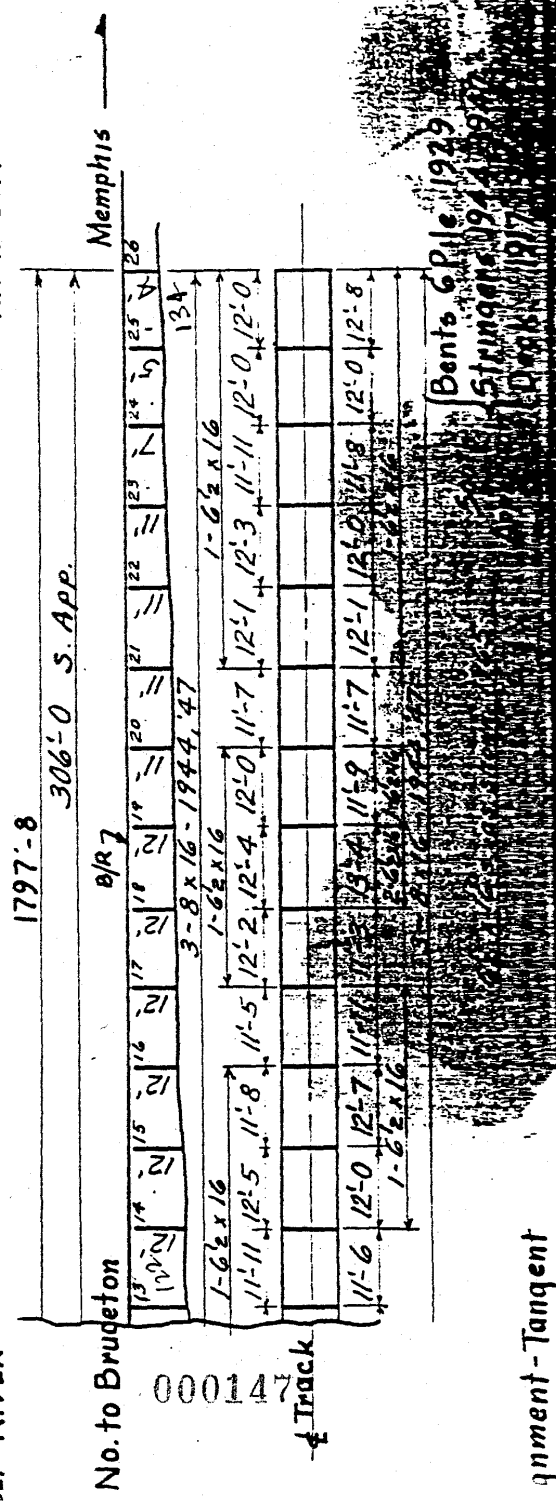
NASH. DIVISION



218.5 (OLD P & M) CREOS. BAL. DECK TRASTYLE & I" BEAM SPANS

VOLF RIVER

NASH. DIVISION



## EXHIBIT C

## TIMBER BRIDGE INSPECTION REPORT

PREFIX: ONI MILEPOST: 218.40 BRIDGE NUMBER: 218.4  
 LOCATION: DISTRICT: DIVISION: NS SUBDIVISION: MEMPHIS TERMINAL  
 COUNTY: SHELBY TOWN: CORDOVA ST: TN  
 SPANS: 1 THRU 15 OF 15 SPAN TYPES: TS LENGTH: 180.00 OF 180  
 NO. TRACKS: 1 CROSSING: CREEK ROAD NAME: \_\_\_\_\_  
 DATE INSPECTED: 01/09/01 INSPECTOR: M. L. SMITH HOW INSPECTED: VI

ITEM INSPECTED	NO	CLASS	REMARKS
----- GENERAL -----			
CHANNEL CONDITION	1	B	BUSHES
SLOPES	2	A	
GENERAL CLEAN	3	B	BUSHES
MCI, SPRINT, LIGHTNET, ETC.	4	NA	
----- TRACK -----			
CWR (Y/N)	N	5	
APPROACH -- SURF/ALIGN	6	B	ALIGNMENT/SURFACE
BRIDGE -- SURF/ALIGN	7	B	
TRACK -- RAIL ANCHORS	8	B	
BRIDGE -- RAIL ANCHORS	9	B	
BOLTS -- % EFFECT	10	B	
CLIPS -- % EFFECT	11	NA	
HOOKS -- % EFFECT	12	NA	
TIES-COND & YR INSTALLED	13	B	TRACK
TIE PADS	14	NA	
OUTER GUARD RAIL	15	NA	
INNER GUARD RAIL	16	NA	
RAIL	115	17	B
----- PIERS, ABUTMENTS -----			
FOUNDATION	18	C1	
ABUTMENTS	19	NA	
PIERS	20	NA	
BRIDGE SEATS	21	C1	CAPS
BACK WALLS	22	C3	
WING WALLS	23	NA	
MUD SILLS/BLOCKS	24	NA	
----- BENTS, PILES -----			
FRAMED/DRIVEN	D	25	
POSTS OR PILE/BENT	6	26	
COLUMNS/POSTS	B	27	NA
PILES	TM	28	C1
BENT CAPS	TC	29	C1
SLIP CAPS		30	NA
SASH/GIRTS		31	NA
TRANSVERSE BRACING		32	C3
LONGITUDINAL BRACING		33	NA

000148



CAP BLOCKS/STEEL SPANS	34	NA
BOLTS/DOWELS/LAG SCREWS	35	CS
OSMOSE/DATE	36	
MOVEMENT UNDER LOAD	37	NA

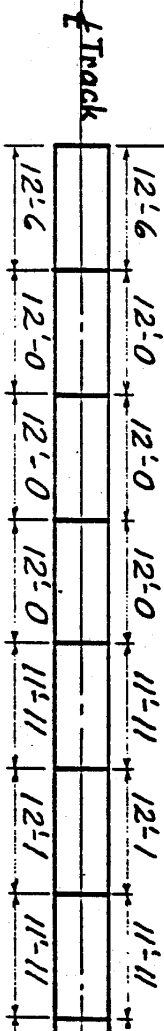
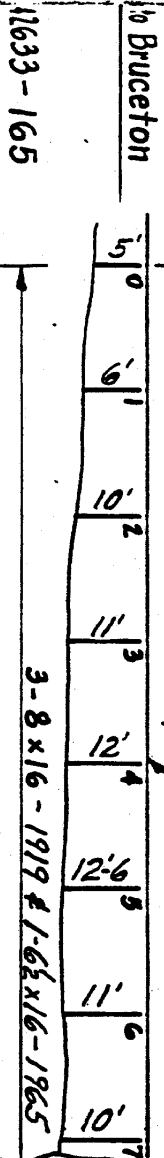
----- DECK -----

STRINGERS/NO	11	38	C1	HEAVY DECAY
CORBELS/HEIGHT	----	39	NA	
ELEVATION BLOCK/HT	----	40	NA	
BALLAST DECK	TM	41	C1	HEAVY DECAY
BALLAST CURBS		42	C1	HEAVY DECAY
BALLAST DEPTH	12	43	B	
WALKWAYS (L/R/B/C)	--	44	NA	
HANDRAILS (L/R/B)	--	45	NA	
REFUGE BAYS/NO	-----	46	NA	

000149

Nash. Division

So. to Memphis



iment - Tangent

Bents 6 Pile 1936  
Stringers 1919  
Deck 1919

218.4 (OLD P & M) CREOS. BAL. DECK TRESTLE

Nash. Division

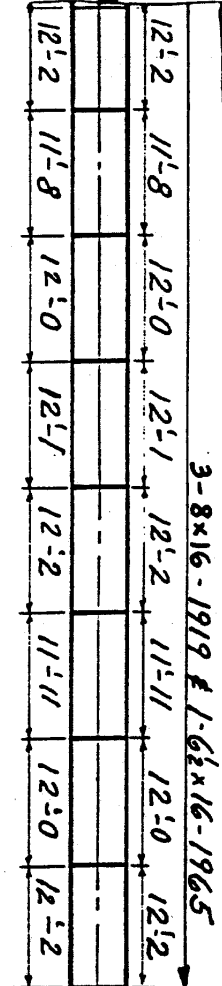
to Bruceton

180' 7" B/R 7



So. to Memphis

To Cost Sygar



14 Piling posted 2800  
3 caps  
Need Rebuild = 200k  
\$ 540,000

iment - Tangent

Bents 6 Pile 1936  
Stringers 1919  
Deck 1919

300-2-18

000150

## TIMBER BRIDGE INSPECTION REPORT

EXHIBIT D

PREFIX: ONI MILEPOST: 218.30 BRIDGE NUMBER: 218.3  
 LOCATION: DISTRICT: DIVISION: NS SUBDIVISION: MEMPHIS TERMINAL  
 COUNTY: SHELBY TOWN: CORDOVA ST: TN  
 SPANS: 1 THRU 21 OF 21 SPAN TYPES: TS LENGTH: 252.00 OF 252  
 NO. TRACKS: 1 CROSSING: CREEK ROAD NAME: \_\_\_\_\_  
 DATE INSPECTED: 01/09/01 INSPECTOR: M. L. SMITH HOW INSPECTED: VI

ITEM INSPECTED	NO	CLASS	REMARKS
----- GENERAL -----			
CHANNEL CONDITION	1	B	ALWAYS SWAMPY WATER CONDITIONS
SLOPES	2	B	NEED RETAINING WALL ON N.END
GENERAL CLEAN	3	B	SMALL TREES-BUSHES
MCI,SPRINT,LIGHTNET,ETC.	4	NA	
----- TRACK -----			
CWR (Y/N)	N	5	
APPROACH -- SURF/ALIGN	6	B	ALIGNMENT/SURFACE
BRIDGE -- SURF/ALIGN	7	B	
TRACK -- RAIL ANCHORS	8	B	
BRIDGE -- RAIL ANCHORS	9	B	
BOLTS -- % EFFECT	10	B	
CLIPS -- % EFFECT	11	NA	
HOOKS -- % EFFECT	12	NA	
TIES-COND & YR INSTALLED	13	B	TRACK
TIE PADS	14	NA	
OUTER GUARD RAIL	15	NA	
INNER GUARD RAIL	16	NA	
RAIL 115	17	B	
----- PIERS, ABUTMENTS -----			
FOUNDATION	18	C1	
ABUTMENTS	19	NA	
PIERS	20	NA	
BRIDGE SEATS	21	C1	
BACK WALLS	22	C3	NORTH END NEEDS REPAIR
WING WALLS	23	NA	
MUD SILLS/BLOCKS	24	NA	
----- BENTS, PILES -----			
FRAMED/DRIVEN	D	25	REPLACE NOW: BT.2 P-3; BT.4 P-3,5; BT.7 P-1,5
POSTS OR PILE/BENT	6	26	BT.9 P-1,2,3; BT.14 P-3,5; BT.15 P-6; AS MANY
COLUMNS/POSTS	B	27	NA (28) 50 PILES TO POST IN THIS BRIDGE
PILES	TM	28	C1 RECCOMEND TO PROGRAM REBUILD
BENT CAPS	TC	29	C1 7 CAPS C-1 CONDITION, OTHERS C-3
SLIP CAPS		30	NA
SAGH/GIRTS		31	NA
TRANSVERSE BRACING		32	C1 DECAY AND ROT BAD AT WATER LINE AND BELOW
LONGITUDINAL BRACING		33	NA

000151

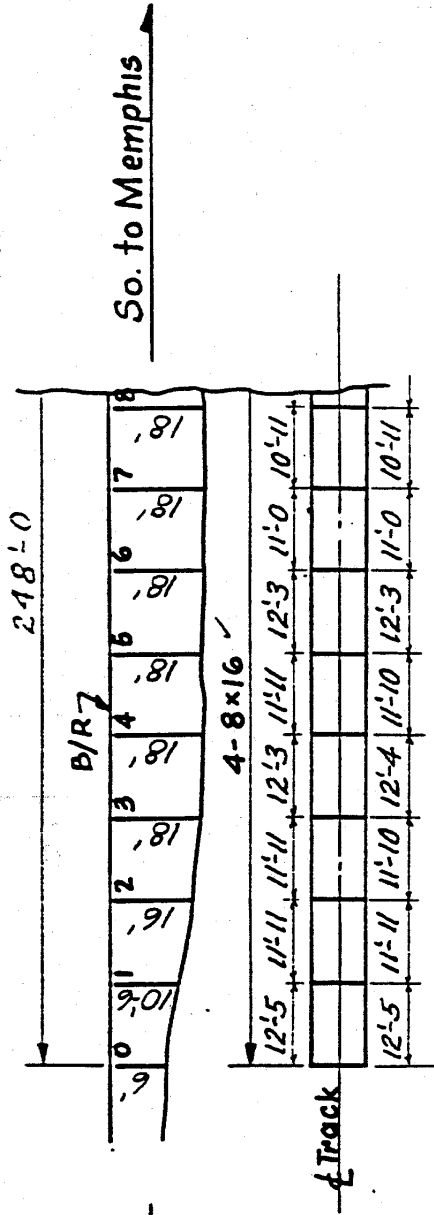
CAP BLOCKS/STEEL SPANS	34	NA	_____
BOLTS/DOWELS/LAG SCREWS	35	C5	_____
OSMOSE/DATE	36		_____
MOVEMENT UNDER LOAD	37	NA	_____

----- DECK -----

STRINGERS/NO	11	38	C3	SOME DECAY, NEED TO WATCH
CORBELS/HEIGHT	---	39	NA	_____
ELEVATION BLOCK/HT	---	40	NA	_____
BALLAST DECK	TH	41	C1	_____
BALLAST CURBS		42	C3	_____
BALLAST DEPTH	12	43	B	_____
WALKWAYS (L/R/B/C)	---	44	NA	_____
HANDRAILS (L/R/B)	---	45	NA	_____
REFUGE BAYS/NO	---	46	NA	_____

000152

NASH. DIVISION



No. to Bruceton

So. to Memphis

LF 42633-164

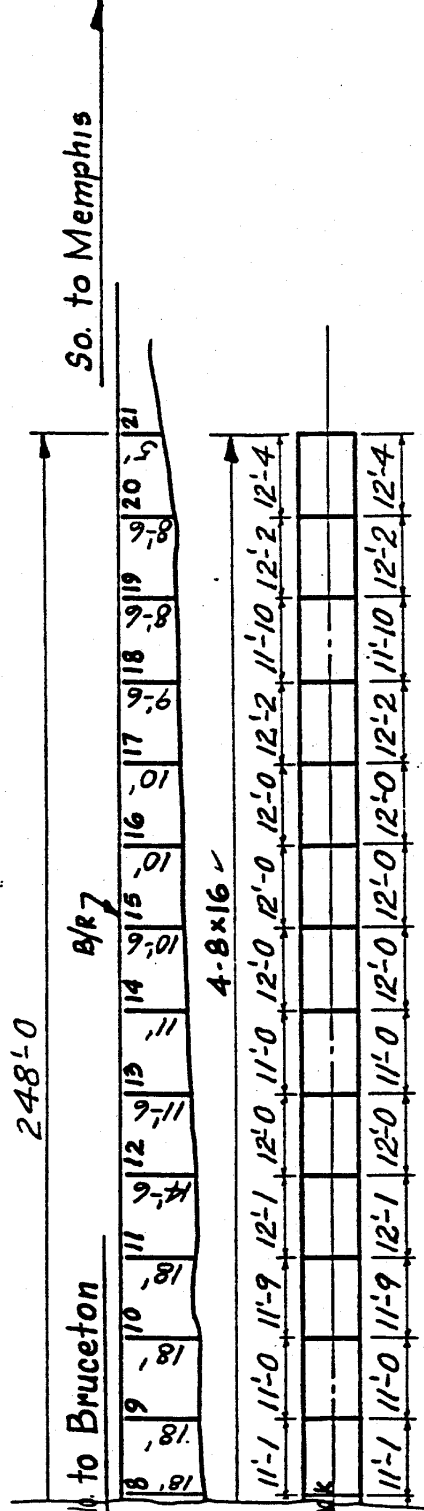
000153

Bents 6 Pile 1953  
Stringers 1953  
Deck 1953

Alignment-Tangent

BR. 218.3 (OLD PIM) CREOS. BAL. DECK TRESTLE

NASH. DIVISION



No. to Bruceton

So. to Memphis

Bents 6 Pile 1953  
Stringers 1953  
Deck 1953

Alignment-Tangent

900-2-14

# TIMBER BRIDGE INSPECTION REPORT

EXHIBIT E

PREFIX: ONI MILEPOST: 218.10 BRIDGE NUMBER: 218.1  
 LOCATION: DISTRICT: DIVISION: NS SUBDIVISION: MEMPHIS TERMINAL  
 COUNTY: SHELBY TOWN: CORDOVA ST: TN  
 SPANS: 1 THRU 16 OF 16 SPAN TYPES: TS LENGTH: 192.00 OF 192  
 NO. TRACKS: 1 CROSSING: CREEK ROAD NAME: \_\_\_\_\_  
 DATE INSPECTED: 01/09/01 INSPECTOR: M. L. SMITH HOW INSPECTED: IT

ITEM INSPECTED NO CLASS REMARKS

## ----- GENERAL -----

CHANNEL CONDITION	1 B	TREES-BUSHES
SLOPES	2 B	SAME
GENERAL CLEAN	3 B	SAME
HCI, SPRINT, LIGHTNET, ETC.	4 NA	

## ----- TRACK -----

CUR (Y/N)	N	5	
APPROACH - SURF/ALIGN		6 B	
BRIDGE - SURF/ALIGN		7 B	
TRACK - RAIL ANCHORS		8 B	
BRIDGE - RAIL ANCHORS		9 B	
BOLTS - % EFFECT		10 B	
CLIPS - % EFFECT		11 NA	
HOOKS - % EFFECT		12 NA	
TIES-COND & YR INSTALLED		13 B	TRACK
TIE PADS		14 NA	
OUTER GUARD RAIL		15 NA	
INNER GUARD RAIL		16 NA	
RAIL	115	17 B	

## ----- PIERS, ABUTMENTS -----

FOUNDATION		18 C1	
ABUTMENTS		19 NA	
PIERS		20 NA	
BRIDGE SEATS		21 C1	REPLACE NUMEROUS CAPS
BACK WALLS		22 C3	SOME ROT/DECAY
WING WALLS		23 NA	
HUD SILLS/BLOCKS		24 NA	

## ----- BENTS, PILES -----

FRAMED/DRIVEN	D	25	REPLACE NOW: BT.2 P-3; BT.7 P-1; BT.8 P-5;
POSTS OR PILE/BENT	6	26	BT.9 P-3; BT.11 P-1 NUMEROUS OTHERS NEED
COLUMNS/POSTS	B	27 NA	(28) NEED POSTED, HEAVY DECAY
PILES	TH	28 C1	POST PILE 2, BENT 0-PILE 6, BENT 16
BENT CAPS	TC	29 C1	REPLACE VARIOUS CAPS
SLIP CAPS		30 NA	
BASH/GIRTS		31 NA	
TRANSVERSE BRACING		32 C3	
LONGITUDINAL BRACING		33 NA	

000154

CAP BLOCKS/STEEL SPANS	34	NA	
BOLTS/DOWELS/LAG SCREWS	35	C5	
OSMOSE/DATE	36		
MOVEMENT UNDER LOAD	37	NA	

----- DECK -----

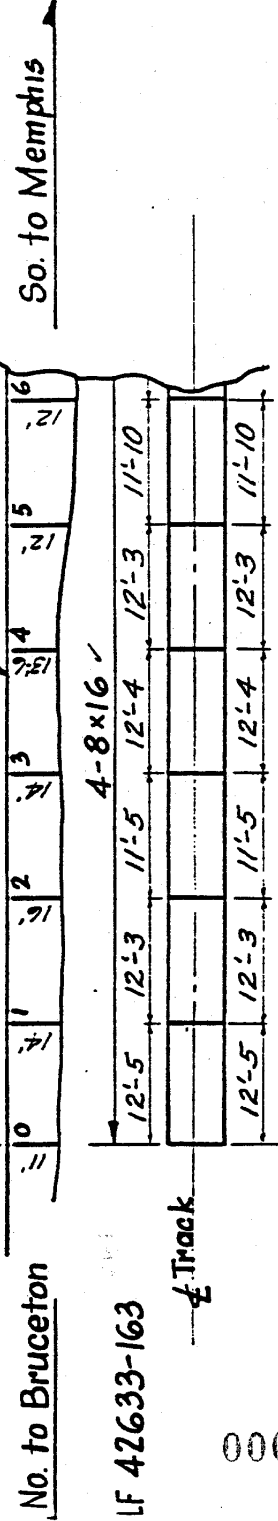
STRINGERS/NO	11	38	C3	WATCH AS THEY ARE OLD---SOME DECAY
CORBELS/HEIGHT		39	NA	
ELEVATION BLOCK/HT		40	NA	
BALLAST DECK	TH	41	C3	TIMBER IS OLD, WILL NEED TO REPLACE SOON
BALLAST CURBS		42	C3	
BALLAST DEPTH	14	43	B	
WALKWAYS (L/R/B/C)		44	NA	
HANDRAILS (L/R/B)		45	NA	
REFUGE BAYS/NO		46	NA	

000155

NASH. DIVISION

192' 7"

B/R 7



000156

Bents 6 Pile 1952  
Stringers 1952  
Deck 1952

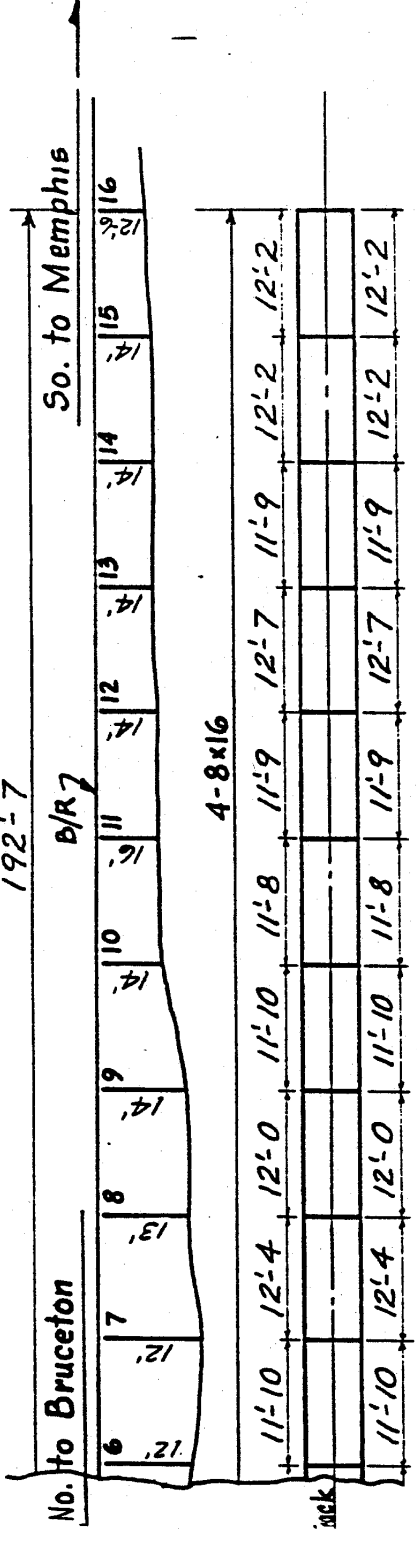
Alignment-Tangent

BR. 218.1 (Old P4M) CREOS. BAL. DECK TRETTLE

NASH. DIVISION

192' 7"

B/R 7



Bents 6 Pile 1952  
Stringers 1952  
Deck 1952

Alignment-Tangent

900-2-14



## TIMBER BRIDGE INSPECTION REPORT

EXHIBIT F

PREFIX: ONI MILEPOST: 214.90 BRIDGE NUMBER: 214.9  
 LOCATION: DISTRICT: DIVISION: NS SUBDIVISION: MEMPHIS TERMINAL  
 COUNTY: SHELBY TOWN: CORDOVA ST: TN  
 SPANS: 1 THRU 6 OF 6 SPAN TYPES: TS LENGTH: 72.00 OF 72  
 NO. TRACKS: 1 CROSSING: CREEK ROAD NAME:  
 DATE INSPECTED: 01/09/01 INSPECTOR: M. L. SMITH HOW INSPECTED: VI

ITEM INSPECTED NO CLASS REMARKS

## ----- GENERAL -----

CHANNEL CONDITION	1 B	TREES-BUSHES	LITE DRIFT
SLOPES	2 B	STEEP	
GENERAL CLEAN	3 B	SAME AS # 1	
MCI, SPRINT, LIGHTNET, ETC.	4 NA		

## ----- TRACK -----

CUR (Y/N)	N	5	
APPROACH - SURF/ALIGN		6 B	
BRIDGE - SURF/ALIGN		7 B	
TRACK - RAIL ANCHORS		8 B	
BRIDGE - RAIL ANCHORS		9 B	
BOLTS - % EFFECT		10 B	
CLIPS - % EFFECT		11 NA	
HOOKS - % EFFECT		12 NA	
TIES-COND & YR INSTALLED		13 C1	TRACK TIES
TIE PADS		14 NA	
OUTER GUARD RAIL		15 NA	
INNER GUARD RAIL		16 NA	
RAIL	115	17 B	

## ----- PIERS, ABUTMENTS -----

FOUNDATION		18 C5	
ABUTMENTS		19 C5	
PIERS		20 NA	
BRIDGE SEATS		21 C5	
BACK WALLS		22 C1	BALLAST LEAK-ROTTED TIMBERS
WING WALLS		23 NA	
WID STILLS/BLOCKS		24 NA	

## ----- BENTS, PILES -----

FRAMED/DRIVEN	B	25	
POSTS OR PILE/BENT	6	26	
COLUMNS/POSTS	B	27 NA	
PILES	TN	28 C1	HEAVY DECAY AND MANY HOLLOW PILES
BENT CAPS	TC	29 C1	*****
SLIP CAPS		30 NA	
SASH/GIRTS		31 NA	
TRANSVERSE BRACING		32 C1	ROT/SPLIT AT ENDS
LONGITUDINAL BRACING		33 NA	

000157

CAP BLOCKS/STEEL SPANS	34	NA	_____
BOLTS/DOWELS/LAG SCREWS	35	C5	_____
OSMOSE/DATE	36		_____
MOVEMENT UNDER LOAD	37	NA	_____

----- DECK -----

STRINGERS/NO	11	38	C1	HEAVY DETERIORATION
CORBELS/HEIGHT	---	39	NA	_____
ELEVATION BLOCK/HT	---	40	NA	_____
BALLAST DECK	TH	41	C1	BALLAST LEAKS-ALL DECKBOARDS DETERIORATED BAD
BALLAST CURBS		42	C1	_____
BALLAST DEPTH	12	43	B	_____
WALKWAYS (L/R/B/C)	---	44	NA	_____
HANDRAILS (L/R/B)	---	45	NA	_____
REFUGE BAYS/NO	---	46	NA	_____

IP 662S 618D 611D

\*\*\*\*\*

JOBID: 4260591

USERID: D6921

FORM: LANDSCAP

FORM CODE: 1

TITLE: Invoice Register

ROOM/BIN: TEAM\_ENTERPRISE

Print Date: 05/25/01

Print Time: 10:50:07

\*\*\*\*\*

000158

## TIMBER BRIDGE INSPECTION REPORT

EXHIBIT G

PREFIX: ONI MILEPOST: 211.00 BRIDGE NUMBER: 211  
 LOCATION: DISTRICT: DIVISION: NS SUBDIVISION: MEMPHIS TERMINAL  
 COUNTY: SHELBY TOWN: CORDOVA ST: TN  
 SPANS: 1 THRU 4 OF 4 SPAN TYPES: TS LENGTH: 48.00 OF 48  
 NO. TRACKS: 1 CROSSING: CREEK ROAD NAME: \_\_\_\_\_  
 DATE INSPECTED: 01/09/01 INSPECTOR: H. L. SMITH HOW INSPECTED: VI

ITEM INSPECTED	NO	CLASS	REMARKS
----------------	----	-------	---------

## ----- GENERAL -----

CHANNEL CONDITION	1	D	BAD WASH N.END ****BRIDGE OUT OF SERVICE****
SLOPES	2	C1	SAME AS ABOVE
GENERAL CLEAN	3	B	TRASH
MCI,SPRINT,LIGHTNET,ETC.	4	NA	REMOVE RAIL FROM S.END

## ----- TRACK -----

CUR (Y/N)	N	5	BRIDGE OUT OF SERVICE--TIES AND STOP SIGN
APPROACH - SURF/ALIGN		6	B ALIGNMENT
BRIDGE - SURF/ALIGN		7	B N.END RAIL/TIES HANGING
TRACK - RAIL ANCHORS		8	B
BRIDGE - RAIL ANCHORS		9	B
BOLTS - % EFFECT		10	B
CLIPS - % EFFECT		11	NA
HOOKS - % EFFECT		12	NA
TIES-COND & YR INSTALLED		13	C1
TIE PADS		14	C1
OUTER GUARD RAIL		15	NA
INNER GUARD RAIL		16	NA
RAIL	115	17	B

## ----- PIERS, ABUTMENTS -----

FOUNDATION		18	C5
ABUTMENTS		19	C5
PIERS		20	NA
BRIDGE SEATS		21	C1 REPLACE CAPS
BACK WALLS		22	C1 NEED REPAIR-WASH BOTH ENDS,BEHIND HEADWALL
WIND WALLS		23	NA 22INCEED RIP-RAP
HUD SILLS/BLOCKS		24	NA

## ----- BENTS, PILES -----

FRAMED/DRIVEN	D	25	
POSTS OR PILE/BENT	6	26	
COLUMNS/POSTS	B	27	NA
PILES	TH	28	C1 HEAVY DECAY, NEED TO POST APPROX. 50% OF PILES
BENT CAPS	TC	29	C1 REPLACE CAP BENT 1,2,AND 4 NOW
SLIP CAPS		30	NA
BASH/BIRTS		31	NA
TRANSVERSE BRACING		32	C5
LONGITUDINAL BRACING		33	NA

000159

CAP BLOCKS/STEEL SPANS	34	C5	
BOLTS/DOWELS/LAG SCREWS	35	NA	
DSMOSE/DATE	36		
MOVEMENT UNDER LOAD	37	NA	

----- DECK -----

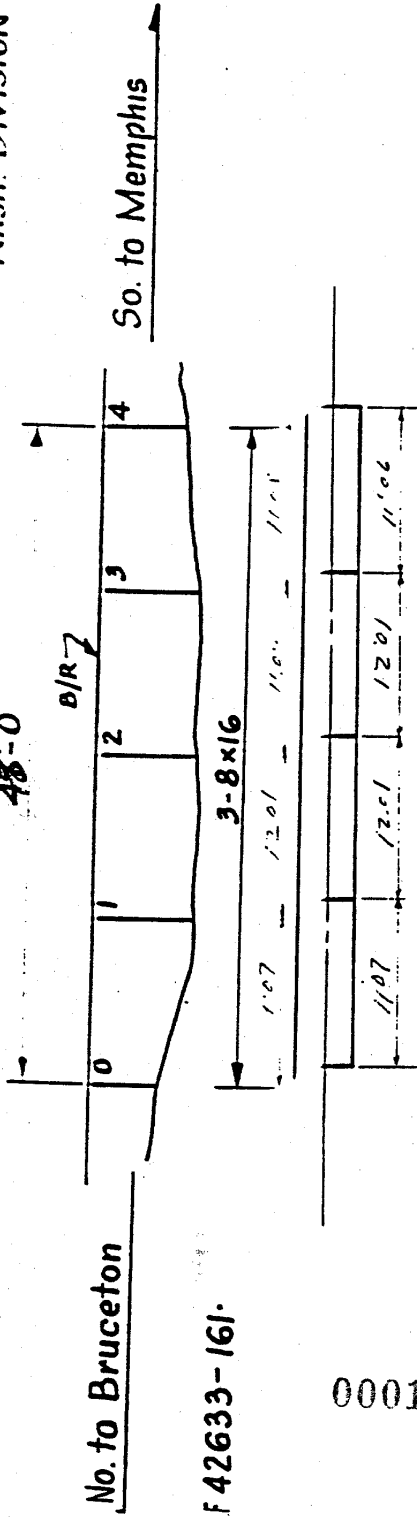
STRINGERS/NO	11	38	D	3 UNDER EACH RAIL-BAD DECAY AT BEARING OVER CAP
CORBELS/HEIGHT		39	NA	38) SPLIT, ROTTEN
ELEVATION BLOCK/HT		40	NA	
BALLAST DECK	TH	41	C1	DECAY THROUGHOUT
BALLAST CURBS		42	C1	NEEDS REPLACING
BALLAST DEPTH	12	43	A	
WALKWAYS (L/R/B/C)		44	NA	
HANDRAILS (L/R/B)		45	NA	
REFUGE BAYS/NO		46	NA	

000160

Br. 211.0

NASH. DIVISION

48'-0"



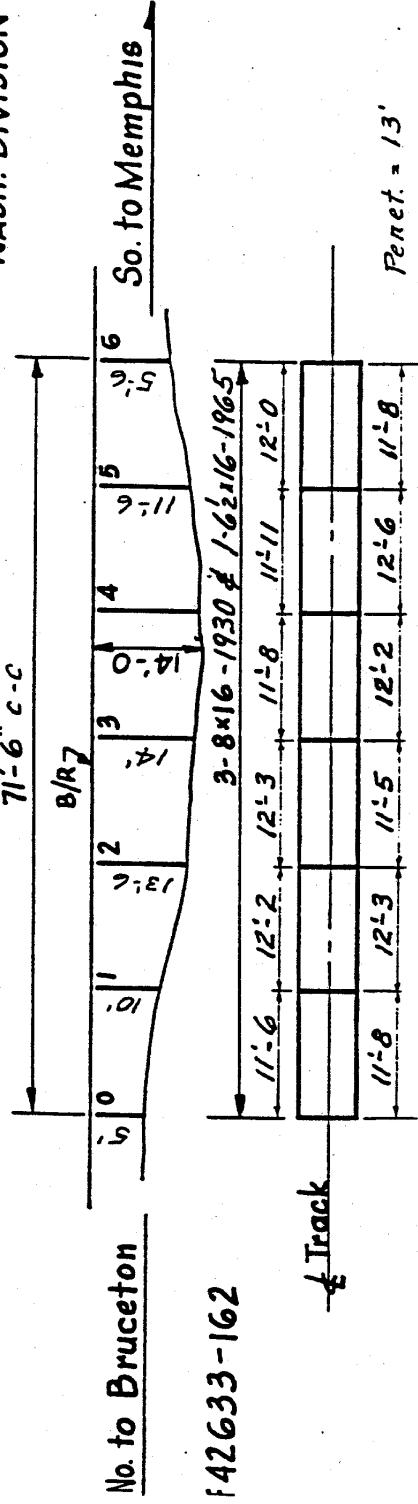
000161

Bents 6 Pile 1924  
Stringers 1924  
Deck 1924

Alignment - Tangent  
CORDOVA - MILE 212.9  
R. 214.9 (OLD P&M) CREOS. BAL. DECK TRETTLE

NASH. DIVISION

71'-6" c-c



Track

Penet. = 13'

Bents 6 Pile 1930  
Stringers 1930  
Deck 1911

Alignment - Tangent

988-2-17

# EXHIBIT F

000162

VERIFIED STATEMENT OF

DONNIE MOORE

My name is Donnie Moore and I am currently employed as a Trainmaster for CSX Transportation, Inc. ("CSXT"), 1493 Holmes St., Memphis, Tennessee, 38108. My duties include supervising the general operations and customer switching on the CSXT Memphis Subdivision, including the Cordova Branch. I began my railroad career with CSXT in 1995 as a Yardmaster based in Nashville. In March, 1998, I moved to Bruceton, TN and served in the capacity of Assistant Trainmaster. I was promoted to Trainmaster in January, 2000.

There were two active customers on the 12.24-mile railroad line between Cordova, milepost ONI 210.66, and East of Memphis, TN, milepost ONI 222.9, in the Midwest Region, Nashville Division (the "Line"), the line sought to be discontinued in this proceeding. The customers are Edmonds Materials ("Edmonds"), and Whittington Lumber ("Whittington") (collectively the "Customers"). I am familiar with the operational issues associated with service to the Customers. Providing service to the Customers on the Line is cumbersome because of the need for the trains, which depart from and arrive at Leewood Yard, to cross the heavily-utilized CNIC/CSXT double main line between Memphis and Aulon. Additionally, the Line is classified as excepted track and, as such, speeds are restricted to 10 miles per hour.

Due to the condition of the first bridge on the line, an embargo was put into effect as of March 1, 2001. The explanations below describe the typical operation prior to implementation of the embargo.

000163

Edmonds and Whittington are located near the end of the line and typically were served once a week by a three-person crew operating Local M795. It generally takes the crew between 6 and 8 hours to complete the round trip to and from Leewood Yard. Leewood Yard is located on CSXT's main line between Memphis and Bruceton, TN. Generally, the crew pulls the cars from Leewood Yard and waits for clearance to enter the double main. The crew must seek permission to enter the CSXT-owned portion of the CNIC double main line in order to proceed the short distance to the switch at Aulon. Due to the heavy traffic (approximately 30 CNIC trains per day plus 10 CSXT trains) along the double main line, CSXT crews are often required to wait to proceed onto the double main. After gaining the requested access, the crew pulls the cars along the double main, through the Aulon crossover to the Southside track in order to run around the train and pull the cars through the diamond at Aulon, across the double main and down to the end of the Cordova Branch to serve Edmonds. Once at Edmonds, the crew is required to perform a cumbersome static drop switch move. After providing service to Edmonds, the crew proceeds to serve Whittington and then the crew typically pulls the cars through the diamond over the double main and then shoves the train back over the double main after receiving clearance to proceed to Leewood Yard. Occasionally, based on the availability of the Southside track adjacent to the CSXT 103 track, a CSXT crew could place the train on such track, perform a run around move and proceed to pull the cars back to Leewood Yard. Occasionally, the crews are unable to utilize the Southside track and are required to shove the cars back to Leewood Yard.

The above-described moves are awkward and time-consuming from an operational perspective.

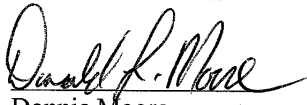
000164



### VERIFICATION

I, Donnie Moore verify under penalty of perjury under the laws of the United States that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this Verified Statement.

Executed March 21, 2002.

  
Donnie Moore

000165

# EXHIBIT G

000166

Jacksonville, FL August 22, 2001

Ms. N. Rosenberg – J150

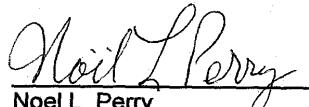
**RE: TN-12 – CSXT Proposed Abandonment, Midwest Region, Nashville Division,  
Memphis Terminal, from Milepost ONI-210.66 near Cordova to Milepost ONI-224.00,  
near Memphis in Shelby County, Tennessee, a distance of 13.34 miles.  
STB Docket No. AB-55 (Sub-No. 590X)**

In preparation for filing a Petition for Exemption on the above-referenced line segment, listed below are the carloads handled over the line for the years 1999, 2000, and 2001 year-to-date:

<u>PATRON</u>	<u>STATION</u>	<u>COMMODITY</u>	<u>CARLOADS</u>		
			<u>1999</u>	<u>2000</u>	<u>2001 (ytd)</u>
Bolen Brunson Bell Mr. Bob Bell Bellwood Reload 3175 Johnson Avenue Memphis, TN 38112	Memphis	Lumber	134	198	33
Edmonds Material Mr. Jerry Edmonds Edmonds Material, Inc. 9400 Macon Road Cordova, TN 38018	Cordova	Brick	414	235	10
Memphis Gas Light & Water Mr. Tommy Shropshire Traffic Manager Tennessee Valley Authority 1101 Market Street Chattanooga, TN 37402	Cordova	Transformers	0	1	0
Whittington Lumber Mr. Jimmy Whittington Jimmy Whittington Lumber Co. 9045 Macon Road Cordova, TN 38018	Cordova	Lumber	41	38	1

An embargo was placed on the rail line that serves the above four customers in March, 2001, citing unsafe bridge conditions. Non-rail transportation options available to the customers include motor carriers that serve the area. In addition, rail loading and unloading facilities are available at CSXT's Leewood Yard in Memphis.

There are no defense installations served by this line or in the immediate vicinity.

  
Noel L. Perry  
Director  
CSXT Sales & Marketing

000167

# EXHIBIT H

000168



DR. WILLIE W. HERENTON - Mayor  
RICK MASSON - Chief Administrative Officer  
DIVISION OF ENGINEERING  
JOHN F. CONROY - City Engineer

received  
6-18-01

TENNESSEE  
June 15, 2001

Mr. James Derwin (J-200)  
CSX Transportation Inc.  
500 Water Street  
Jacksonville, FL 32202

Re: Abandonment of Rail Line Between  
Memphis and Cordova, Tn

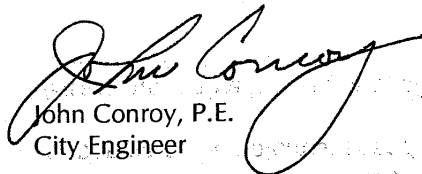
Dear Mr. Derwin:

We have been advised that CSX is considering the abandonment of 13.34 miles of rail line between Memphis and Cordova, Tennessee. Virtually the entire length of rail being considered for abandonment is within the Memphis City limits and we are very interested in and supportive of the potential abandonment.

We are supportive for a number of reasons. The greatest benefit, from our perspective, is one of increased safety resulting from the elimination of multiple grade crossings, some of which are at acute angles. Another positive impact will be the increased continuity of some major roads, which now have offsets in their alignment because of the difficulty involved in trying to cross the line. Finally, the abandonment and relinquishing of the right-of-way would help greatly in keeping an important road improvement project from impacting a major park.

We believe the abandonment provides significant improvement in safety, traffic issues, and overall quality of life in that area and encourage you to expeditiously proceed. It is understood that you may include this letter in your filing to the Surface Transportation Board regarding the abandonment.

Sincerely,

  
John Conroy, P.E.  
City Engineer

c: Wain Gaskins, Administrator of Transportation Planning and Design

000169



**Shelby County  
Tennessee**

*Jim Rout, Mayor*

July 2, 2001

Mr. James Derwin (J-200)  
CSX Transportation, Inc.  
500 Water Street  
Jacksonville, FL 32202

RE: Abandonment of Rail Line Between  
Memphis and Cordova, TN

Dear Mr. Derwin:

I have been advised by my Office of Planning and Development for Shelby County that CSX Transportation, Inc. is considering abandonment of 13.34 miles of its rail between Cordova and Memphis in Shelby County, Tennessee. We have coordinated with City officials and are supportive in this action for the same reasons listed in their letter to your office dated June 15, 2001 subject as referenced above. From the County viewpoint, the abandonment and relinquishing of the right of way will greatly assist the County in improving and significantly lessening impacts of a major road improvement.

We also believe the abandonment provides a significant enhancement in safety, traffic issues, and overall quality of life in that significant park area and encourage you to proceed as expeditiously as possible. We understand that you will include this letter in your filing to the Surface Transportation Board regarding the planned abandonment.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Rout".

Jim Rout  
Mayor

CC: Louise Mercuro, Office of Planning and Development  
Ted Fox, Director of Public Works  
John Conroy, City Engineer  
Mike Oakes, County Engineer

000170

JMG: PLEASE FORWARD  
TO NATALIE.

JTD  
07126

TN-12  
received  
7-26-01

**EDMONDS MATERIALS**

9400 MACON RD  
CORDOVA, TN 38018  
(901) 755-9400 FAX: (901) 755-6502

July 23, 2001

CSXT

Mr. Jim Derwin  
500 Water St. J200  
Jacksonville, FL 32202

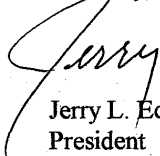
Dear Jim:

Enclosed please find a copy of the letter which I sent to the Surface Transportation Board today. I should end any inquiry which I had.

Thank you for your assistance during a difficult process. Please call on me when I can be of assistance during the abandonment process. I would appreciate being kept abreast of the progress of the abandonment, especially the status of the dinner train.

Please call on me in the future at any time if I may be of assistance.

Sincerely,



Jerry L. Edmonds  
President

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**EDMONDS MATERIALS**

**9400 MACON RD  
CORDOVA, TN 38016  
(901) 755-9400 FAX: (901) 755-6502**

July 23, 2001

Mr. Larry Herzig  
Surface Transportation Board  
Washington, DC  
Fax: (202) 565-9011

Dear Mr. Herzig:

Since my letter to you dated March 26, 2001, the CSXT and I have been working to resolve any questions that I had concerning the embargo placed on the Cordova Branch of the CSXT. To that end, we have resolved any problems that I had with the embargo. I now believe that the embargo is reasonable, matter of fact, necessary for the safety of rail crews and the public. Also, the CSXT has been working with me to ease any complications which may occur resulting from the abandonment of the Cordova Branch.

Therefore, I wish to withdraw my complaint dated March 26, 2001. I concur with the embargo and will support the abandonment at the proper time.

Let me commend the CSXT on their efforts in resolving any problems or questions which we had. Edmonds Materials has been a customer of the CSXT since 1968. We hate to see that relationship end, but I am now satisfied that the railroad has no reasonable alternative but to take the actions which they have.

Thank you for your assistance in this matter.

Sincerely,

Jerry L. Edmonds  
President.

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# EXHIBIT I

000173

DOCKET NO. AB-55 (Sub-No. 615X)

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CSX TRANSPORTATION, INC.  
--DISCONTINUANCE EXEMPTION--  
(BETWEEN EAST OF MEMPHIS AND CORDOVA)  
IN SHELBY COUNTY, TENNESSEE

Notice of Petition for Exemption to Discontinue Service

On March 29, 2002 CSX Transportation, Inc., filed with the Surface Transportation Board, Washington, D.C. 20423, a petition for exemption for the discontinuance of service on a line of railroad known as the East of Memphis to Cordova Branch, extending from railroad milepost ONI 222.9 east of Memphis, TN to railroad milepost ONI 210.66 near Cordova, TN, the end of the line, which traverses through 38111, 38112, 38117, 38120, 38122, and 38018, United States Postal Service ZIP Codes, a distance of 12.24 miles, in Shelby County, TN. The line for which the discontinuance exemption request was filed includes the station of Cordova at milepost ONI 210.66.

The line does not contain federally granted rights-of-way. Any documentation in the railroad's possession will be made available promptly to those requesting it.

The interest of railroad employees will be protected by *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979).

Any offer of financial assistance will be due no later than 10 days after service of a decision granting the petition for exemption.

Persons seeking further information concerning discontinuance procedures may contact the Surface Transportation Board or refer to the full discontinuance regulations at 49 CFR part 1152. Questions concerning environmental issues may be directed to the Board's Section of Environmental Analysis.

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An environmental assessment (EA) was prepared by the Section of Environmental Analysis ("SEA") in Docket No. AB-55 (Sub-No. 590X), *CSX Transportation, Inc.-- Abandonment Exemption--(Between Memphis and Cordova) in Shelby County, TN*, and served on October 23, 2001 upon all parties of record in that proceeding and upon any agencies or other persons who commented during its preparation. Any other persons who would like to obtain a copy of the EA may contact the Section of Environmental Analysis. The EA included the Line in its analysis, and because the EA is less than one year old SEA has adopted the EA in this proceeding.


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# EXHIBIT J

000176

### **CERTIFICATION**

I, Louis E. Gitomer certify that on March 28, 2002, CSX Transportation, Inc., in Docket No. AB-55 (Sub-No.615X) has published in a newspaper of general circulation in each county through which the line passes a notice that alerts the public to the proposed discontinuance of service, to available reuse alternatives, and to how it may participate in the Surface Transportation Board proceeding.



Louis E. Gitomer  
March 29, 2002

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# EXHIBIT K

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### **CERTIFICATE OF SERVICE**

Pursuant To 49 CFR §1152.60(d), the undersigned hereby certifies that the  
Petition for Exemption in Docket No. AB-55 (Sub-No. 615X), *CSX Transportation, Inc.*  
*--Discontinuance Exemption--(Between East of Memphis And Cordova) in Shelby*  
*County, Tennessee* was mailed via first class mail, postage prepaid, on March 29, 2002,  
to the following parties:

#### **State Public Service Commission**

Transportation Department  
700 James K. Polk Building  
Nashville, TN 37243-0349

Regulatory Authority  
460 James Robertson Parkway  
Nashville, TN 37243-0505

#### **Military Traffic Management Command**

MTMC TEA  
ATTN: Railroads for National Defense  
720 Thimble Shoals Blvd.  
Suite 130  
Newport News, VA 23606-2574

#### **National Park Service**

Mr. Tom Ross  
Chief of National Recreation and Trails  
U.S. Department of Interior - National Park Service  
Recreation Resources Assistance Division  
P.O. Box 37127  
Washington, DC 20013-7127

U.S. Department of Interior  
National Park Service  
Land Resources Division  
800 North Capitol St., N.E.  
Room 540  
Washington, DC 20002

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**U.S. Department of Agriculture**

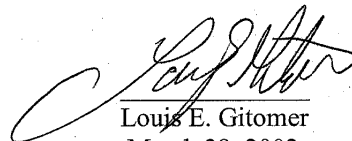
U.S. Department of Agriculture  
Chief of the Forest Service  
4<sup>th</sup> Floor, NW  
Sidney R. Yates Building  
201 14<sup>th</sup> Street, S.W.  
Washington, DC 20250

**Customers**

Mr. Jerry Edmonds  
Edmonds Materials, Inc.  
9400 Macon Road  
Cordova, TN 38018

Mr. Tommy Shropshire  
Traffic Manager  
Tennessee Valley Authority  
Memphis Gas Light & Water  
1101 Market Street  
Chattanooga, TN 37402

Mr. Jimmy Whittington  
Jimmy Whittington Lumber Co.  
9045 Macon Road  
Cordova, TN 38018



Louis E. Gitomer  
March 29, 2002

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